

The War In Pictures

JUNE 22nd
1918

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Leslie's

Illustrated Weekly Newspaper

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proceed overseas.
NO WRAPPING—NO ADDRESS



LET'S TELL THE TRUTH!



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GRANT HAMILTON—

E d i t i o n O v e r 5 0 0 , 0 0 0 a W e e k

A Digest of the World's Humor

The Wittiest Thoughts from the Brightest Minds

Soldiers of Freedom

Another Frankenstein

Uncle Walt's Exclusive Weekly Message to Judge

THE Kaiser had a war machine; he worked on it for years; and such a thing was never seen since Adam soaked his finger in basket ball, but...

The War Machine: by Walt Mason

Uncle Walt's Exclusive Weekly Message to Judge

EDITORIAL

Comment Grave and Gay on Things as They Pass

With the College Wits

Irrepressible, Joyous, Irresponsible

Tent and Deck

Wheezes Military and Naval

This Week's Lucky Man—His Bit

Saving the World for Democracy

ASTOUNDING!

"No Man's Land"

YIPPS CORNERS SEES ITS FIRST ARMY AIRPLANE AND SENSES THE REALITY OF WAR

Judge

The Nation's Perpetual Smileage Book

AN EYE TO BUSINESS

Yank! But you really mean the Daffodil!

THE CURSE OF RICHES

"I wonder how much of this I ought to include in my income tax!"

THE FIGHTING SPIRIT

The fighting spirit—this is the spirit that our American boys—this is the spirit that our...

BRIGHT BITS from Current Plays

FUN FROM THE FIGHTERS

Good Things in Our Army and Navy Publications

SHOW SHOP

By FIGARO

JUDGE—The Perpetual Smileage Book—Blesses its Readers with a bountiful spread of delightful wit and sparkling humor fifty-two times a year. There is variety and spice each week ever bubbling over with the Gospel of Cheerfulness. The "New Digest of the World's Humor" brings you the best bits from some scores of Foreign humorous periodicals seldom seen on this side of the Atlantic.

One cent for Double Duty—Send your copy to a soldier boy every week for one cent.

All Right, Judge: 225 Fifth Avenue, New York City
I accept your offer—three months for \$1.00. It is understood that you send me JUDGE beginning with the current issue, 12 numbers in all. I enclose \$1 (or) send me a bill at a later date. (Canadian \$1.25, foreign \$1.50)
Name
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GMC Trucks Are Bringing Us the Necessities of Life



TODAY'S SHORT CUT BETWEEN SUPPLY AND DEMAND

BACK on the farm the crops that are to feed us flourish under the arts of modern agriculture.

Cultivating the soil is the first big problem in feeding this nation, and nations across the sea.

The next big problem is getting these things to eat from the source of supply to the consumer.

It's a bigger problem now than ever.

Clogged with traffic, the great arteries

of rail transportation are struggling to bear the load.

Every traffic auxiliary must be called on. So GMC Trucks are shouldering a big share.

GMC Trucks are breaking through the barriers and bringing to man, woman and child the things they need.

GMC Trucks are built to meet the demands of heaviest traffic in this new age of transportation.

Every GMC is road tested.



GMC Samson
Farm Tractor
also made by
General Motors
Truck Company

"Let Your Next Truck Be a GMC"

GENERAL MOTORS TRUCK COMPANY

One of the Units of the General Motors Corporation

Pontiac, Michigan

Branches and Distributors In Principal Cities

(368)

GMC TRUCKS



What the Army Taught Commerce About Motor Trucks

CONSIDER, please, what changes have come to pass in the building of motor trucks during the two years since Gen. Pershing crossed into Mexico.

Then, Motor Truck design was *thought* to have approached practical perfection. Methods were *thought* standardized for years to come. Engineering practice was considered settled.

Then, certain truck troubles were *thought* inevitable—breakage, periods of idleness for replacements, rather rapid depreciation—all were *thought* quite natural, or blamed on the driver, who would overload.

Then, people talked quite glibly of the limitations of motor hauling,—how they *might* or *might not* be suitable for local delivery purposes, but could never be a serious factor in the real transportation of the country. And even the builders believed them.

And Then came Pershing. Into the melting pot of military service were poured a half-hundred trains, 27 to 33 trucks each—a great symposium of America's best—and the supreme test of feeding a moving army hundreds of miles from its base.

Almost in a day old standards of truck building and truck service were swept away. Now, all truck designers know that the old trucks engineered for carefully graded hauls over paved roads only, can not meet the needs of this day and generation. Now, all motor truck engineers know that the old truck troubles, the breakdowns, the endless repairs, the losses of time, the faults and weaknesses thought inevitable, are 95 per cent avoidable. They were not the faults of owners and drivers; but fundamental faults of engineering and design.

NOW, the whole world knows that there is no reasonable limit to the functions of the motor truck. The day of the long haul is here. Motor transport is the salvation of America's industry facing transportation chaos.

Pershing's Biscuit Boxes have taught a new lesson in economy of transportation to the packing case of Syracuse, New York, Chicago, and the rest of the world. Out of the Mexican military expedition came a new truck—the WINTHER.

Applying fully to commercial use, the lessons of that military expedition, these trucks are built in a new factory, by men rich in truck experience, backed with ample capital, with neither traditions nor policies to be protected, to meet the service all trucks now must yield.

Winther has established new standards of motor truck construction, new standards of economy and new life.

Winther Internal Gear Driven Trucks are not an experiment. They are used from Coast to Coast. The statement of their service is based upon the experience of their users. They are not cheap trucks. A mere recital of the materials

entering into their construction would serve to convince even the layman of their quality. No fundamental change has been found necessary in their building since the first Winther took the road. A complete engineering investigation of every Winther now in service in the United States, finished March 1st, failed to produce a single suggestion for their betterment.

There is a Winther Truck for every high-grade truck need. From one and a half to seven tons, no matter what your requirements now or in the future, there is a Winther of the size and capacity you require.

The Winther distributor nearest to you will gladly place at your service, without obligation, the Winther traffic engineer, who will co-operate with you in a discussion and solution of your traffic needs.

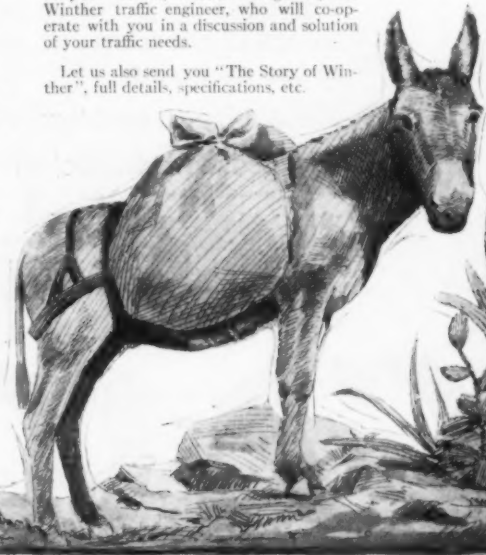
Let us also send you "The Story of Winther", full details, specifications, etc.

Model 38 Maximum capacity 1½ tons	Model 88 Maximum capacity 4 tons
Model 48 Maximum capacity 2 tons	Model 108 Maximum capacity 5 tons
Model 68 Maximum capacity 3 tons	Model 128 Maximum capacity 6 tons
Model 148 Maximum capacity 7 tons	

Winther Motor Truck Company

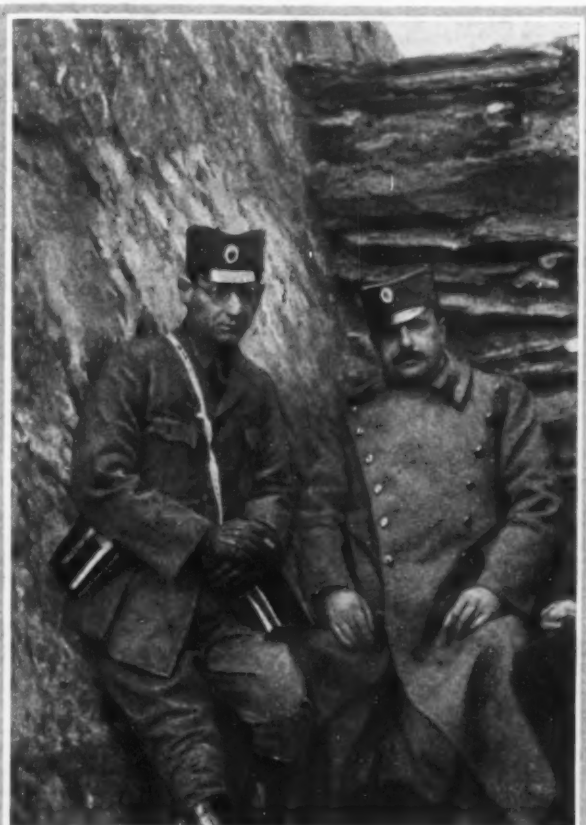
Dept. L

Winthrop Harbor, Illinois



Cameras *that* Do *not* Lie

Leslie's Leading Photographers, Artists and Correspondents Who Are Covering the Various Fronts of the Great War.



Edwin Ralph Estep, at the left, who covered the war on the western front and in the Balkans for LESLIE'S. Later he covered the cantonments and training camps in the United States and has recently been engaged in covering the Government activities in shipyards and munition plants.



James H. Hare, the world's veteran war photographer

who has seen more actual fighting in more wars than any other living man. He was in the thick of things in the Spanish-American War, the Russo-Japanese War, the Boer War, in the Mexican troubles and the Balkan wars. He went through Belgium's crucifixion, saw the early fighting in France and now representing LESLIE'S on the Italian front.



Donald C. Thompson, war-photographer, who has represented LESLIE'S on every battle-front in Europe except the Bulgarian. His pictures of the revolution in Russia are the most graphic records known of the reign of terror in runaway Russia. He is now on his way to cover Siberia for LESLIE'S.



Lucian Swift Kirtland, whose photography and intimate tales of life within the American lines in France are attracting great attention from the readers of LESLIE'S. In the early days, when Russia was creditably upholding the Allies in the east, Mr. Kirtland represented LESLIE'S in the great fighting armies of the Czar.



Cyrus Leroy Baldrige, from whose pen, pencil and brush have come some of the finest sketches of life in the war zone. With full appreciation of his splendid work to the Allies in truthfully portraying conditions behind the lines, Mr. Baldrige has been granted unusual privileges and facilities for continuing his work for LESLIE'S. He is seen here sketching surrounded by admirers.



Dr. Frits Holm, LESLIE'S Scandinavian correspondent, is a well-known explorer and writer, who has been decorated by Denmark, Russia, France, Japan, Spain, Belgium, Liechtenstein and Mexico.

Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

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CXXVI SATURDAY, JUNE 22, 1918 No. 3276

"Stand by the Flag: In God We Trust"

Be True Americans

By COLONEL ROOSEVELT

STAND by every public official, executive or legislative, exactly to the degree in which he stands by the country. Stand by him, as President Lincoln said, stand by him when he is right, and as long as he is right, and stand against him when he is wrong, and to the extent to which he goes wrong. If you don't do that, you are not a good American.

The Truth About Your War Tax

THE war revenue bill, this year, is expected to yield \$4,500,000,000. With our population of 100,000,000, this means a war tax equivalent to \$45 for every person in the country.

Your part of the war taxes, if they were distributed according to population, would, therefore, be \$45. If you paid less than this, who made up the deficit?

Wasn't somebody else's wealth "conscripted" to do it? Of course it was and the heaviest payments for the cost of the war were borne, as they properly should be, by those best able to pay them. They were paid without grumbling, no matter how hard or heavy they were.

The war tax bill of the Steel Corporation alone was nearly \$250,000,000. How many deficiencies in the *per capita* charge did this help to make up? The Steel Corporation's tax would have paid the *per capita* tax of \$45 each for an army of 5,500,000 or as many as we expect to have fighting under our flag in this great war.

The new revenue bill now in course of preparation will call for \$8,000,000,000. If apportioned *per capita* this would mean a war tax of \$80 for every man, woman and child in the United States. It is predicted that next year the *per capita* war tax will be \$160. The bulk of this will have to be paid by persons of wealth and by the great corporations. It will not be paid by those in counting rooms and shops or in the learned professions.

This is everybody's war. Everybody who can should fight and he who cannot fight should cheerfully pay his part of the cost of the war. We are all doing it. It is the best evidence of the spirit of self-sacrifice and of exalted patriotism.

But let us not forget that the appalling cost of the war and the terrible burden of taxes teach us the necessity of permitting business to have freedom of action and generous profits out of which the war taxes can be met. If we conscript wealth and if we cripple big business, who will pay the war bills?

"Truth" That Is Untruthful

AN organization calling itself the National Civil Liberties Bureau has published a pamphlet upon "The Truth about the I.W.W." The title of the organization is a misnomer. The pamphlet in question is virtually a defence of the I.W.W. as a labor organization. As is well known, the regular labor organizations are bitterly opposed to the I.W.W. The American Fed-

eration of Labor is said to fear that the I.W.W. will take the former's place and put its leaders out of their profitable jobs, but there is no evidence that this is the case. The principles of the two organizations are diametrically opposed to each other. The American Federation stands for a "fair day's wage for a fair day's work." The I.W.W., in the preamble to its constitution, declares that "the working class and the employing class have nothing in common," and demands the "abolition of the wage system."

The use of sabotage by the I.W.W. and their unpatriotic attitude in this war are well-known. Their leaders have referred to our army as "Uncle Sam's uniformed scabs," "Pershing's yellow legs" and "Thugs." The American people have no use for any organization which at this crisis in civilization speaks of our soldiers in such contemptuous terms. There is grave danger in the fact that men of standing are responsible for the pamphlet of defence issued by the National Civil Liberties Bureau. Among those whose writings are quoted in the pamphlet are a professor at the University of Missouri, a former dean of the School of Business Administration of the University of Washington, a former lecturer at Harvard, a special correspondent for the New York *Evening Post*, editors of the *Public and Survey* and President Wilson's Mediation Commission. "Membership in the I.W.W.," says this Commission, "by no means implies belief in or understanding of its philosophy. To the majority of its members it is a bond of groping fellowship. According to the estimates of conservative students of the phenomenon a very small percentage of the I.W.W. are really understanding followers of subversive doctrine. The I.W.W. is seeking results by dramatizing evils and by romantic promises of relief."

This is a sample of the sort of stuff for which the taxpayers paid \$150,000 to have it thrown at them by a commission that utterly failed in its purpose. The Kaiser ought to have footed the bill. He is the one who is benefited by the I.W.W. organization with its "bond of groping fellowship."

The Plain Truth

SLOGAN! President Wilson's declaration to Congress that "politics is adjourned" seems to be true in the light of the platform suggested by Chairman Will Hays of the Republican National Committee. Three policies he indicated for the Republican Party: first, everything in our power to win the war now; second, peace with victory; third, preparation in a sane manner to solve the immeasurable problems of reconstruction that come after the war. This is a broad enough platform for every one to stand upon, and a mighty good one upon which to elect patriotic and capable members of Congress next fall. The country wants no others—"Politics is Adjourned!"

ADJOURNED! What justice is there in the argument in favor of raising one-third of the cost of the war every year through taxation? We agree with Representative Fordney that we should not try to raise more than 25 per cent. of the cost of the war by taxation. We should leave some of the burden to those who will come after us and enjoy the benefits of what we are struggling for. Mr. Fordney says, "I do not think we should both fight the war and pay for it." There is justice also in his suggestion that some of the war bill should be levied on the foreign manufacturers of luxuries we import and that we should be raising from \$300,000,000 to \$500,000,000 a year from the tariff. Let free traders note the words of President Wilson that "politics is adjourned."

PRESS! The report from Berlin that, "in pursuance of the policy of extending the influence of the German press, 'big business interests,' under Krupp leadership, have purchased one of the oldest Bremen newspapers and are negotiating for the purchase of others," is significant. In this country, business is at the mercy of any trouble-maker who can borrow a pen, hire a press, and buy a few bundles of print paper. The libel law gives the public little protection from the ink-slinger who has a revenge to gratify or a fanatical fad to exploit. Long ago, it was suggested by one of our distinguished editors that the day was coming when it would become necessary for those who have property rights to defend to establish daily newspapers in our largest cities on a plane of absolute independence in the treatment of the economic problems that are constantly arising and are so little understood by the casual reader of the sensational press.

INVESTIGATE! The Democratic House leader—the Hon. Claude Kitchin—has sometimes been misrepresented, but we have always believed in his sincerity and we know that he is good-natured. Mr. Kitchin, however, displayed neither common sense nor good judgment when he intimated that Secretary McAdoo and President Wilson, in advocating the passage of a new tax bill, were influenced by a lobby maintained by the American Newspaper Publishers' Association. Secretary McAdoo in a letter courteously suggested to Mr. Kitchin that he had been misinformed, and gave him the opportunity to make "an appropriate correction." In refusing either to produce proofs of his grave charge against the President and the Secretary of the Treasury or to withdraw it, Mr. Kitchin lays himself open to the severest criticism. The New York *Times* is quite justified in asking that the charges be investigated. If a lobby "maintained by the great publishers" has been exerting a pernicious influence upon the President and Secretary McAdoo, the country should know it.

GOOD! A legislature made up of representatives of every interest is vigorously advocated by Colonel William Boyce Thompson, one of the ablest financial and industrial leaders of New York City. He says that, in order to solve the after-the-war problems, we must elect to our legislative bodies "not only lawyers who interpret our laws, but also practical railroad men, engine drivers and train men, practical bankers and representatives of the salaried employees. In other words," Mr. Thompson adds, "workers should represent workers, and the men of business should represent business and we must always have a certain representation of well-trained and clear-thinking lawyers." This is not a new declaration, for the preponderance of lawyers in legislative bodies has more than once suggested that the complaint regarding too many laws might be due to the fact that we have too many lawyers engaged in the business of making laws and then of making a livelihood out of them. Colonel Thompson realizes that the problems we must meet after the war should be considered in advance. He has opened the discussion not a day too soon.

PLAYED OUT! Isn't it about time that insinuations against the integrity of big business men at Washington should cease? We venture that there is no class of men rendering a more patriotic and unselfish service to the nation than the "dollar a year" men who have dropped private business interests to serve the Government. Yet there are some who shrug their shoulders and say it is against human nature for these men not to be getting something out of it. It was never more true than now that "honesty is the best policy." The man who is successful, whether in a big or small way, has, as a rule, been honest. A few dishonest men should not bring all under the ban. A Washington news dispatch says there has been "criminal fraud and evasion in tax returns" on the part of a number of corporations and big business concerns. In the eyes of the general public this is equivalent to a broad indictment of big business men in general. We submit that all should not be charged for the failings of a few, and that such reports should not be sent out without naming the guilty parties. And, as General Grant once said, "Let no guilty man escape."

LUXURIES! President Wilson, in urging a new tax bill upon Congress, named luxuries, along with excess profits and incomes, as the sources from which the Government should derive additional revenue. The main difficulty in dealing with a luxury tax is in the definition of what constitutes luxuries. It is easy to classify diamonds as a luxury, but what about automobiles? When used for professional purposes, as by a physician visiting his patients or a clergyman visiting his parishioners, an automobile could not be taxed as a luxury. But suppose the doctor or the minister took an occasional ride for pleasure, what about the tax then? Are there not many times in the average family when the so-called pleasure car might well be classified as an essential? Baseballs, bats and other athletic material would naturally be counted pure luxury, yet Mr. Herbert L. Pratt returns from Y. M. C. A. service in France and says that one of the "worst catastrophes" suffered by the Y. M. C. A. there was the loss of \$30,000 worth of such equipment through submarine warfare. The National Music Exposition has devoted the proceeds of its convention to the purchase of phonograph and piano player records for soldiers in our cantonments. Athletic equipment and musical records may be luxuries in one sense, but in another they are among the first essentials in keeping up the morale of soldiers. In a more limited sense may not this be true of all those at home who also need something to keep up their morale under the strain of war? The habits of the American people have so greatly changed in recent years that the luxuries of a few years ago are now looked upon as essentials, and many things which in other countries are still looked upon as non-essentials are by us considered every-day necessities.



French soldiers looking over a captured German tank that has been put out of action by shell fire. The Huns have failed to make good in tank battles against either the British or the French.

IS Paris in any real danger? This is the natural question that arises as the enemy launches his fourth drive against the Allies. The enemy has gained an important tactical success on the Aisne, presumably as a result of outguessing and surprising the Allies. How great now are the probabilities that he will be able to develop this tactical success into the great strategic victory that the capture of Paris would certainly mean?

The situation so far as Paris is concerned is this: The Germans have succeeded in driving in two great salients toward the capital, one threatening an advance down the valley of the Oise, the other threatening an advance down the valley of the Marne. The Germans have approached nearest to Paris at Château-Thierry on the River Marne. This is the limit of the Aisne drive and a little more than 40 miles from the capital. From the head of the Picardy salient, near Montdidier and north of the valley of the Oise, to Paris is over 50 miles. Between these two wedges, which threaten the capital like a pair of pinchers, the Allies hold the inside of a great semicircle extending from Château-Thierry to the neighborhood of Montdidier. Between Soissons and Noyon the Germans made desperate efforts to smash in this semicircle and straighten out the battle-front. They were only partially successful, and when the lines began to stabilize as the German drive slowed down the Allies immediately defending Paris were left with the big advantage of operating from interior lines. In other words, so far as the defense of Paris is concerned, the Allies now have the same advantage that materially aided the Germans in concentrating for the surprise attack from the Aisne. Within this great semicircle stand General Foch's reserves. Whether the Germans elect to renew their drive down the Marne valley or attempt to strike down the valley of the Oise, Foch can quickly concentrate for the defense and in an emergency can even draw troops from the side of his defensive semicircle which is under least pressure.

It is doubtful if the German blow delivered on June 9, on a twenty-mile front west of the Oise, between Montdidier and Noyon will be followed up with the same fury that characterized the attacks of March 21 on the Somme, April 9 on the Ypres sector and May 27 in the Champagne country. Still if enough troops can be massed to squeeze in the northern segment of the Allies' semicircle referred to earlier in this column, and force it back to the Oise the Germans will have brought their artillery within striking distance of Paris and forced the Allied line out of its present strategic advantages. The first day's fighting in this fourth drive netted the Germans

A Week of the War

By HENRY FARRAND GRIFFIN

a maximum penetration of but four miles, while the corresponding day in the previous attacks bent back the Allies' lines an average of over ten miles.

With these present advantages of position on the Allies' side the chance of any immediate German drive on Paris succeeding ought to be remote. This is so obvious that some military observers have credited Foch with great strategic finesse in luring the enemy into a disadvantageous position. We may well doubt this ingenious theory. The Germans have come altogether too close to Paris for comfort, and the Allies' margin of safety, as in the case of the Channel ports, has been dangerously pared down. A German advance of less than 20 miles from Château-Thierry would bring the capital under artillery bombardment that would be a far more serious matter than the intermittent sniping of the much-advertised super-cannon. The Allies' leaders realize that such an advance must be prevented at all costs, and we have every reason to believe that their defensive measures will prove adequate.

Americans in the Thick of Battle

American troops, including Marine Corps units, played a most gratifying part in checking the German advance from the Marne. They were thrown into action at a critical time, immediately took the offensive and acquitted themselves very creditably. If, as now seems probable, the vast conflict in France is to continue through the summer, American aid is going to count more and more heavily in the Allies' favor. The struggle has now returned to something like the old war of movement in which green troops have a better chance than in the laborious and highly organized technique of trench fighting. And the American soldier seems to adapt himself particularly well to the hit-or-miss scramble of open warfare which affords the greatest opportunities for individual initiative and resourcefulness. Perhaps as good an indication as any that the German higher command is paying more serious attention to the rapid development of American military resources is the recent submarine raid along our coast. This was undoubtedly undertaken to hinder the transportation of men and materials to France with probably the additional hope of drawing some of our destroyers back from European waters for the protection of our own coast shipping.

There is fortunately not the slightest evidence that this course has even been considered by the Navy Department, and on the whole the public has taken the bringing of the war to our own shores with commendable calmness. Even the darkening of lights in New York City as a precaution against air raids caused little excitement. There is nothing inherently impossible in the launching of seaplanes from the larger type of submarines, although such air raiding could be of only a very sporadic and ineffective character. It would seem an extremely senseless proceeding to stir up the passionate hatred that such a proceeding would inevitably cause. But the workings of the German militaristic mind are past understanding, and our military authorities are doubtless well-advised to take all possible precautions.

The Allies' Russian Policy

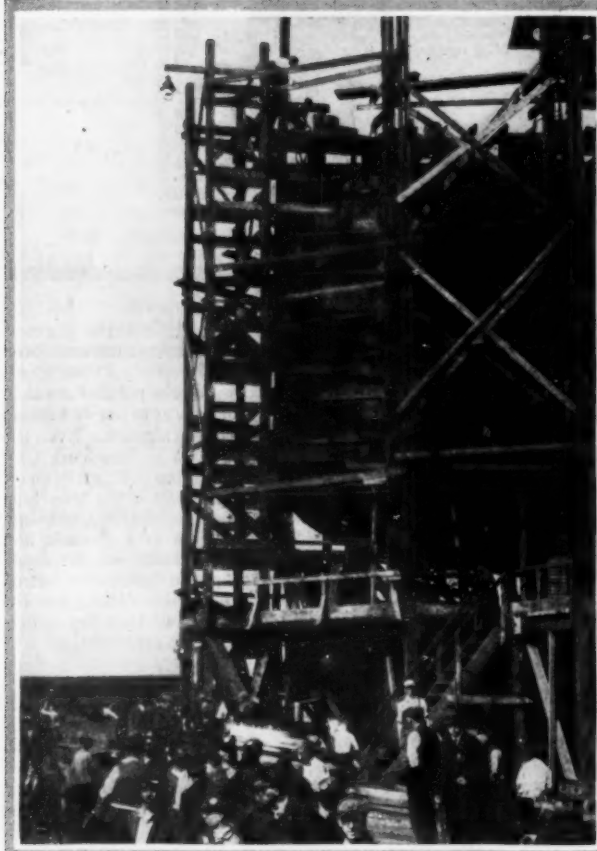
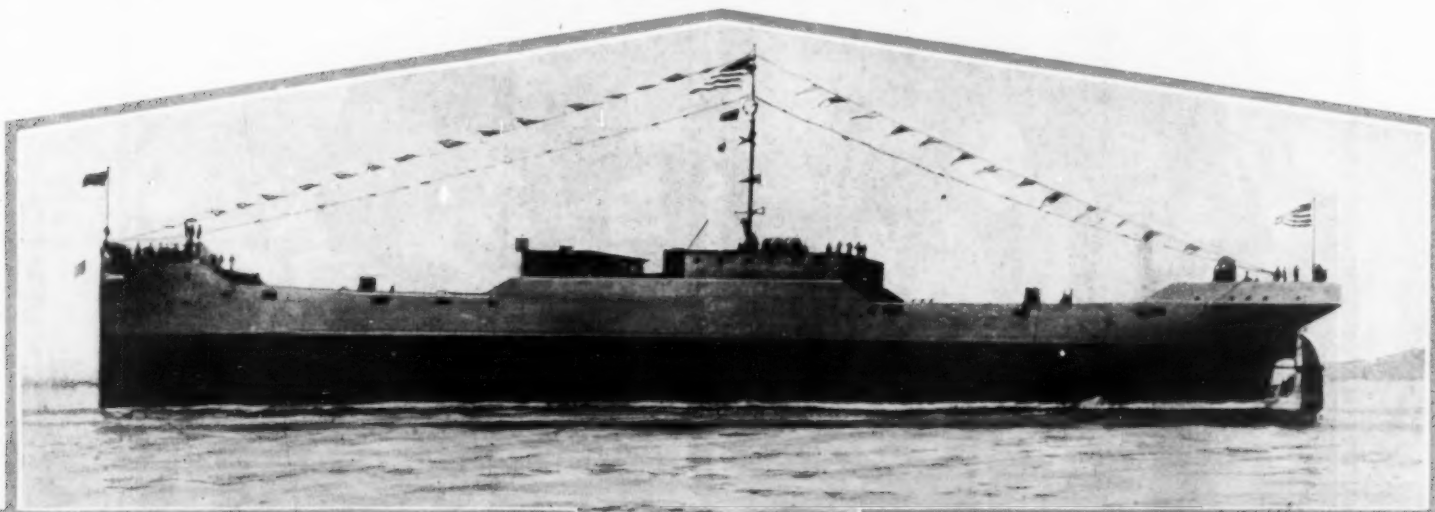
The Allies' policy in regard to Russia and Siberia is still in a state of flux, yet some decision must soon be taken, for the present situation is unsatisfactory enough to all concerned—even to the Bolsheviks. General Semenov, the leader of the anti-Bolshevik forces in Siberia has made little progress and was recently vigorously attacked by Bolshevik troops who were reported to be aided by a mixed force of armed Austrians and Germans who had come into Siberia originally as prisoners of war. The chief difficulty of the Allies in arriving at a definite Russian and Siberian policy is doubtless lack of agreement among themselves. Some aspects of this exceedingly embarrassing and dangerous problem have been previously considered in these pages. In the present delicate situation we must necessarily trust our Government to safeguard American interests, moral as well as material. There is one thing certain—the prostrate remnants of the once vast Russian empire contain exceedingly valuable material resources that invite the greed of militaristic imperialism. We do not want to throw the Bolsheviks into the arms of Germany—for they are now fairly well disillusioned as to Germany's fair words accompanied by foul deeds. We want to help Russia to help herself against Germany. That much is clear. How best to go about it is the difficult thing to decide.

Mexico in the Light

The U-boat activities in American waters have raised the question of a present or future German base in the waters to the south of the United States. Though active participation of Mexico in the war as Germany's ally seems ridiculous to us, it is no more ridiculous than some recent Mexican policies.

Metropolitan Shipyards Hustle

Pictures by EDWIN RALPH ESTEP, Staff War Photographer



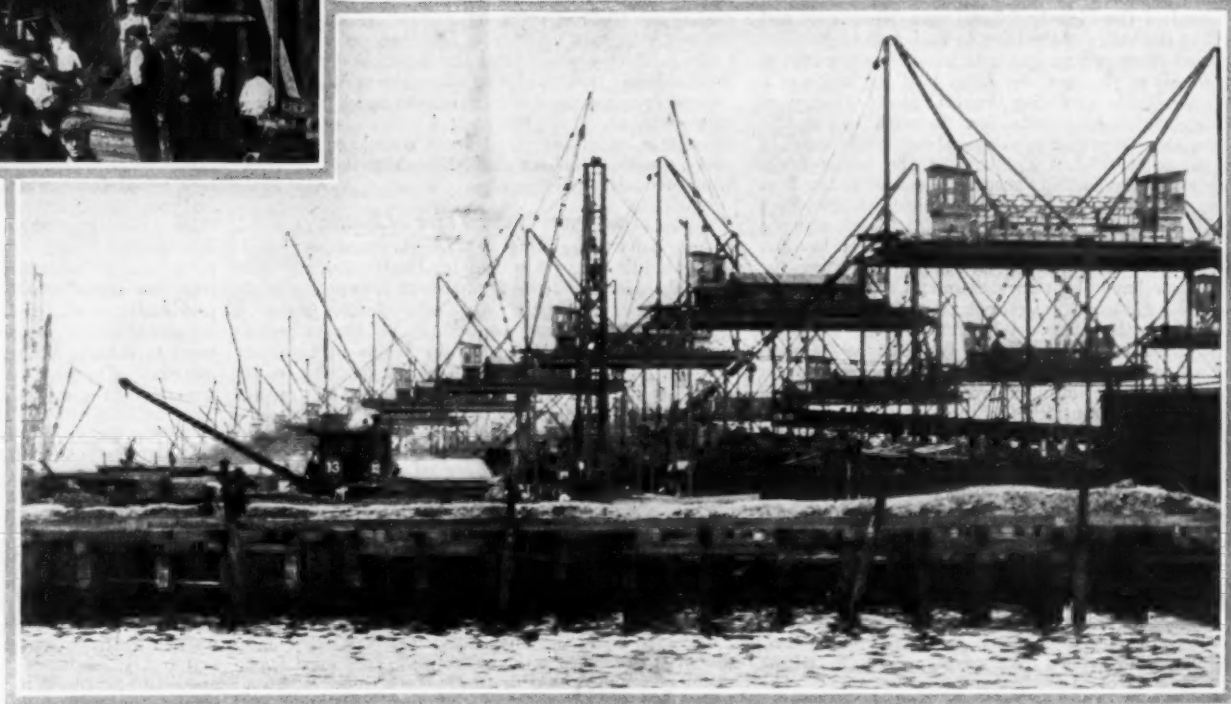
The S. S. Agawam, the first Emergency Fleet Corporation steel steamer to be launched in the metropolitan district, takes the water from the Number One way of the Submarine Boat Corporation, Newark, N. J. The 7,500-ton Agawam is typical of the standard specifications of the Shipping Board. She is ready for her engines and upperworks; then she crosses the snake infested Ocean.



The beams and plates are of standard sizes. They get their final shaping, polishing and rivet-hole piercing in shops at the yards. The shipbuilders assemble them into hulls in a hurry.

The bow of the Agawam three weeks before her launching. Then, hundreds of shipbuilders, busy at a score of different allied trades, hammered at her sides and probed her bulkheads, all eager to see her swim. They came to the yards on a fine holiday to cheer their first baby's launching.

There are twenty-eight ways in this yard. At the right and left of each way a tall spider-like derrick tosses the heavy units to the shipbuilders. Now that one hull is down, the fifteen thousand workers will repeat with rapidity.



Venice in the Shadows of Hell

Photographs by JAMES H. HARE

LESLIE'S Staff War Photographer



If you cannot tell from the picture what kind of a sub chaser is this darting through the Adriatic's waters get a newspaper file and read up on the

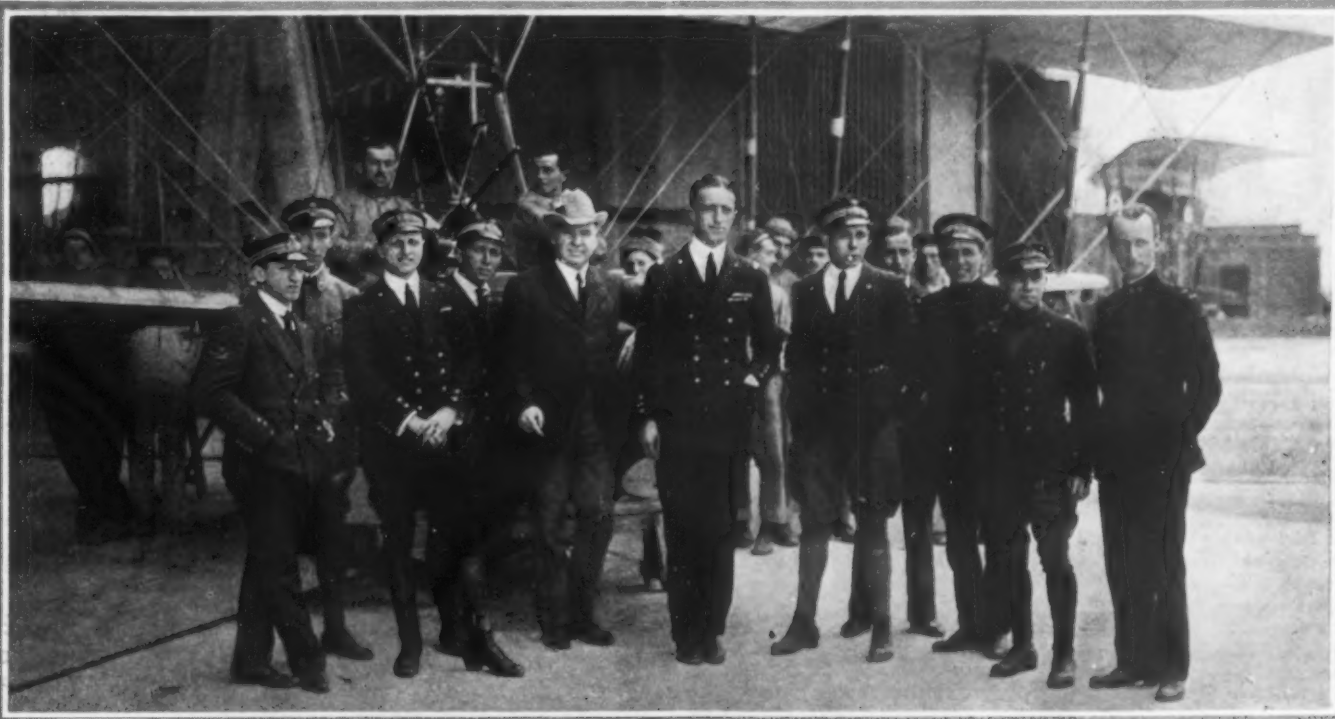
non-essential Austrian ships that were deleted in Fiume harbor some time ago. The Italians are on the job, despite their many setbacks.



With war's death heads staring into her open windows, Venice is isolated, grave. Yet the warm blood of her children responds to the call of



her patron saint. On the Fiesta San Marco the population swarmed the piazzas and sang their hymns to the playing of military bands.



We must not gauge the Italian army by its failures. Some of these have been caused by events quite beyond the possibility of withstanding. In reality the Italian army is a splendid army. Its equipment is unsurpassed, if not unequaled. No army has better motor trucks

than the Itala and Fiat army machines. No aviation corps has better heavy fliers than the Caproni. This group is from a squadron of aviators stationed at Venice, who fly over the Austrian lines every day. At the left of the *comandante*, is American Consul Carrol.

Doing Their Bit *in* France

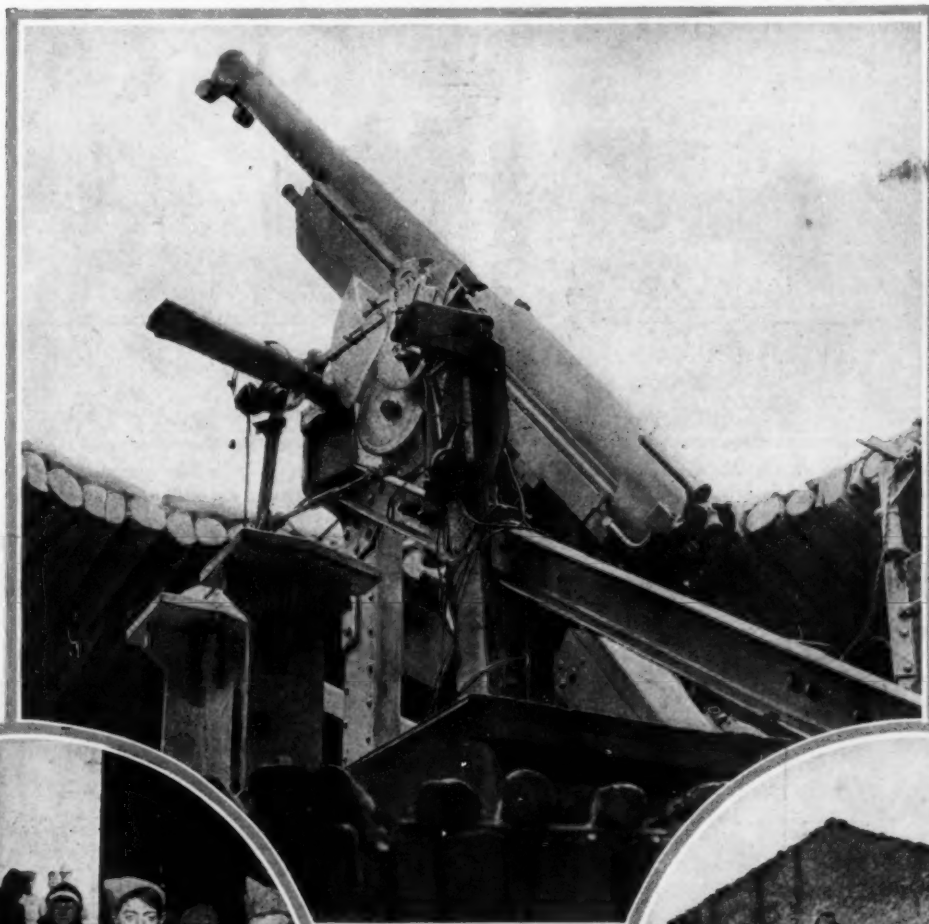
Photographs by LUCIAN S. KIRTLAND, Staff Correspondent in France



The man who takes the war films. The French have added French dash and daring to the taking of war films and pictures. Here is one of the small corps of official photographers, coolly at work. The casualties in this branch of the service have been very heavy and the photographic results splendid.



As "conscientious objectors," the Friends or Quakers don't fight, but they have enlisted to do all and any manner or kind of relief work. No one has ever heard them complain and they are everywhere popular and liked. For hard work they wear American overalls; for dress, a Quaker gray costume.



The anti-aircraft gun now plays an important part in the defense of territory far behind the lines, particularly railroad centers, hospitals and cities. The cities of our Atlantic coast may already be protected by guns like this one defending a French town.



During the great movements of the past three months, American women under the Red Cross and other organizations have, with almost incredible energy, organized temporary canteens to give food and hot and cold drinks to American, British and French boys bound for the front. The French soldiers above have made a forced march and have halted for rest.














The water wagon loading up for the front. Even in peace days French wells are under suspicion. In the war-ravaged American zone the doctors have marked most wells "defendu"—meaning "forbidden." But some have been passed and the men do not go thirsty, as the wagons roll over the shell-swept roads. It's heroic to be on the wagon.



An anti-aircraft gun mounted on a motor and used along the front in great numbers. This chariot is an innovation of modern warfare that would make the great military leaders from Cyrus to Napoleon rub their eyes.

This is a detailed historical map of Russia and its surrounding regions. The map is oriented with North at the top. It shows the following features:

- Geographical Features:** Arctic Ocean, White Sea, Baltic Sea, Gulf of Finland, Gulf of Bothnia, Black Sea, Caspian Sea, and Aegean Sea.
- Neighboring Countries:** Norway, Sweden, Finland, Austria-Hungary, Rumania, Bulgaria, Turkey, Persia, and Siberia.
- Major Cities and Towns:** Stockholm, Helsinki, Petrograd, Moscow, St. Petersburg, Kiev, Constantinople, and many others.
- Administrative Divisions:** The map is divided into numerous provinces and districts, each labeled with its name.
- Topography:** The Ural Mountains are shown as a major geographical barrier between Europe and Asia.
- Scale:** A scale of miles is provided at the bottom of the map.

 PETROLEUM { 68,598,062 BBLs. IN 1915 }
  WHEAT { OVER 120,000,000 BUSH'S. OF WHEAT EXPORTED IN 1913 }
  TIMBER { OVER 549,000,000 ACRES OF FOREST. }
  IRON { 5,100,000 TONS OF PIG IRON IN 1913. }
  COAL { 35,000,000 TONS OF COAL IN 1913. }
  WOOL { A VERY LARGE PRODUCT. - ALSO - }
  P FOR PLATINUM.
  SULPHUR
  COPPER.
  GOLD & SILVER
  FISHERIES.

THE GREAT RUSSIAN STOREHOUSE IS AT THE MERCY OF THE HUN. LET US HOLD IT AT ANY COST.

Working with the Ambulances

The Veteran Service of the United States at the Front



An outmost advanced post. The trench is in the side of the hill a kilometer from the German line and in sight of the Huns. The wounded are brought here to receive first aid and are then carried back in ambulances.



An entrance to an ambulance station and "cab" post on the edge of a "shadowed" village. The cars in the street are waiting a call. In the background a squad of French soldiers are on their way to the front.



At one time this was a thriving French village with several splendid houses and a château or two on its outskirts. It is still a village with several

hundred more inhabitants than before the war, but they are transients and for the most part live in cellars and impromptu dug-outs under fire.

The Truth About the Railroads

By CHARLES FREDERICK CARTER

WAR'S overshadowing importance has so engrossed public attention that a revolutionary occurrence, which at any other time would have started an impassioned discussion that would have shaken the continent to its foundations, has been wholly disregarded. Government control, imposed as an incident of war, has enabled us to experience all the sensations of that Socialistic beatitude, Government ownership of railroads, without incurring any of its permanent responsibilities. It is quite like that other Socialistic inspiration, trial marriage, you see.

Whatever else may be said about it, Government control has scrambled the railroads so thoroughly that they never can be unscrambled, in the opinion of many persons interested. Omitting all attempts at prophecy and confining discussion to facts accomplished, it must be admitted that the scrambling is being done by a vigorous hand. It's a dull day when some cherished railroad institution does not fall beneath the egg beater.

The first act of the Director General of Railroads was to destroy all barriers that had hitherto separated the nation's transportation system into a congeries of competitive corporations and to unite them in one harmonious whole. The law against pooling, formerly regarded as the very ark of the covenant of the people's liberties, was found to be something quite different, upon second thought.

As if this was not revolutionary enough, the whole formidable structure of laws, orders, rulings and decisions so laboriously built up throughout the years for the regulation, strangulation and general bedevilment of the railroads, was cast into the discard upwept, unhonored and unsung. Note carefully the result.

After two months of the worst winter weather ever known, during which the railroads of the eastern region, in which is concentrated two-thirds of the country's freight traffic, actually failed, for the first time, to earn enough to pay operating expenses, fixed charges and taxes, these same railroads hauled, in the third month of the year, approximately 12 per cent. more freight than they did in March, 1917. And even at that some of the roads were loafing along at only 85 per cent. capacity. To appraise this achievement at its true worth it is necessary to remember that the railroads of the United States handled 10 per cent. more freight in 1917 than they did in 1916; and that in the latter year they handled a very much greater volume of traffic than in any previous year. Why, the increase alone in freight traffic in 1917 was 135,000,000 ton miles, which was substantially equal to the combined total traffic of all the railroads of Canada, Great Britain, France, Russia, Germany and Austria for an entire year. If that March performance isn't a tribute to the efficiency of Government ownership—I mean Government control—what would you call it?

But it's a poor argument that will not work both ways. The testimony would be equally convincing if introduced to prove that regulation as it was formerly practiced had restricted the capacity of the railroads under private management.

But speaking of scrambled traditions, the impression has hitherto been held that men competent to manage a railroad system of ten thousand miles, even with the aid of

a staff of able lieutenants who were expected to exercise a free hand and not bother the boss with minor matters, were extremely scarce. Yet Director General McAdoo took over the management of the nation's whole railroad system of 260,000 miles, and as a part time job at that. Not that anybody has complained because he could not give the task his undivided attention; for since that iconoclastic cyclone struck them, life for the railroads has been just one blamed thing after another.

True, the country was divided, like ancient Gaul, into three parts, each under the suzerainty of a regional director; but at the same time that venerable axiom that authority should be commensurate with responsibility was *spuros versenkt*, leaving the regional directors and operating officers of the individual lines all the blame when things didn't go right, but transferring their authority to Washington. Here are a few samples of the things the hired men can't do:

They cannot spend any money for maintenance or improvement of individual lines until budgets have been submitted to Washington and approved there. Neither can they buy cars, locomotives, rails or other luxuries, for all such are to be bought by Washington. The roads may not even specify kind, quality or quantity of supplies, for Washington will attend to that. Changes in passenger train service may not be made without approval from Washington. No wage question or labor problem may be settled at home, but must be submitted to Washington. No financial or legal problems can be settled without the knowledge and concurrence of Wash-

ington. Railroad directors are forbidden to establish without the approval of the Director General policies which substantially alter the character of service rendered to the public. In short, students boning up on centralization of authority could not do better than look into Government control of railroads in America.

The large and thriving scrap heap in the Railroad Administration's back yard has been augmented by the addition of a considerable number of associations, of which the Master Car Builders' Association is a type, which have played a substantial part in developing the science of railroading. All these organizations were given the third degree, and those not approved, and they were numerous, were cut off in their prime by an order that their cost should not be charged to operating expenses of the railroads.

While railroad officers' salaries are too small to be worth mentioning, the Director General's questionnaires regarding them have reminded those agitated gentlemen that it is written, "From him that hath not shall be taken even that he hath." The wage inquiry revealed just two executives drawing salaries of \$100,000 a year and an equal number drawing \$75,000 a year. For executives responsible for any other kind of investments of a billion dollars or more this would not seem very scandalous. Such a constructive genius as Ripley, who built up the Santa Fe from bankruptcy to a property worth three-quarters of a billion earning 7 per cent. annually and at the same time won the friendly support of a public only too prone to be hostile to all corporations on general principles, is worth more than he gets, whatever his salary may be.

As a matter of fact only 4,247 officers draw more than \$3,000 a year, their average being \$6,462. The remaining 14,401 drawing less than \$3,000 a year average only \$1,664 or less than \$140 a month. It is notorious that many engineers, conductors and even shopmen draw higher pay than subordinate officers, while some of them even draw more than their division superintendents.

All locomotives look alike to the average man. Their appearance must be equally uniform to the Railroad Administration, for it has undertaken to standardize them, a proceeding to which operating officers and locomotive builders are vehemently opposed. Alba B. Johnson, President of the Baldwin Locomotive Works, who ought to know something about it, calls standardization a "chimera," and says we should be particularly careful not to give up the substance of continued growth in efficiency and economy to grasp at this chimera when the world-wide danger of war is upon us. Imagine what would have happened if the telephone or wireless telegraph or automobile or the art of mining or agriculture had been standardized a dozen years ago and all further development arrested and you will have some idea of what standardization of locomotives means.

Improvements in locomotives have been constant. They have made possible an increase in average trainload for the country from 177 tons in 1890 to 535 tons in 1916. They have made possible an average trainload of 1,558 tons in 1917 for the Pittsburg and Lake Erie, while

Continued on page 874



One of the thousands that make America great.

Behind *the* Hun Lines *in the* Big Drive



The third drive in the great battle on the western front, into which the Huns have thrown their last reserves in an appalling disregard of the value of human life, has been stemmed at the Marne, and the confident prediction is made that Paris

will never fall into the hands of the Hun. Open fighting and tactics of other days have taken the place of trench warfare more in this giant engagement than in any other recent battle. Here the German infantry is resting on the road to Ham.



The streets of St. Quentin, the shuttlecock of the western front, buffeted by the fates of war from German to the Allies and from French to German, filled with

Hindenburg's men. In the race of the hare and the tortoise the German hare may cover the ground, but the slow, stolid Allied tortoise has the winning spirit.

The Truth About the Hun

A Horrible Heritage of Brutality Handed Down Through Centuries

By HUDSON MAXIM

SINCE the outbreak of the world war our German enemies are commonly called Huns. They are likewise commonly called Teutons. It is as inappropriate to class all Germans as Teutons as it would be to class all Englishmen, Frenchmen and Americans as Teutons. As a matter of fact, the people of England, France, and the white population of the United States are certainly fully as much Teutonic as the people of Germany.

It would be as inexact to speak of the people of the United States as Irish, because of those of Irish descent among us as it is to speak of the Germans as Teutons because of the people of Teutonic blood in Germany. Furthermore, it is as inexact to speak of the German people as Huns as it would be to speak of the Americans as negroes because of the large percentage of our population that are negroes and mulattoes.

The British, the French and the people of the United States are composed of many mixed races, among whom those of Teutonic blood or who are mainly Teutonic are the dominant race. The Hun is not a Teuton, and the Hun breed of men is as foreign to the Teutonic as is the negro.

In the United States it is common and it is proper to designate as negroes all persons having negro blood in their veins, whether light mulattoes or full-bloods. Likewise, in Germany, it is proper to designate as Huns all persons with Hun blood in their veins, whether full-bloods or merely Hun mulattoes.

Who and what are the Huns?

As far back in ancient history as we have any record, there is frequent mention of a fierce, nomadic, shepherd race, roaming the vast pasture lands north of the Caspian Sea, and north of the Central Asian mountain chain. These tribes are generally mentioned as Scythians or Cimmerians. These were the forebears of the Huns. They had no fixed abode whatever, but moved with their flocks and entire possessions from place to place, according to the seasons and the condition of the grass.

Their social order was peculiarly adapted to fit their nomadic life and to the inexorable requirements of community ownership in their flocks and herds. It was absolutely necessary that all such property should be owned in common because it could be cared for and safeguarded only by complete co-operation.

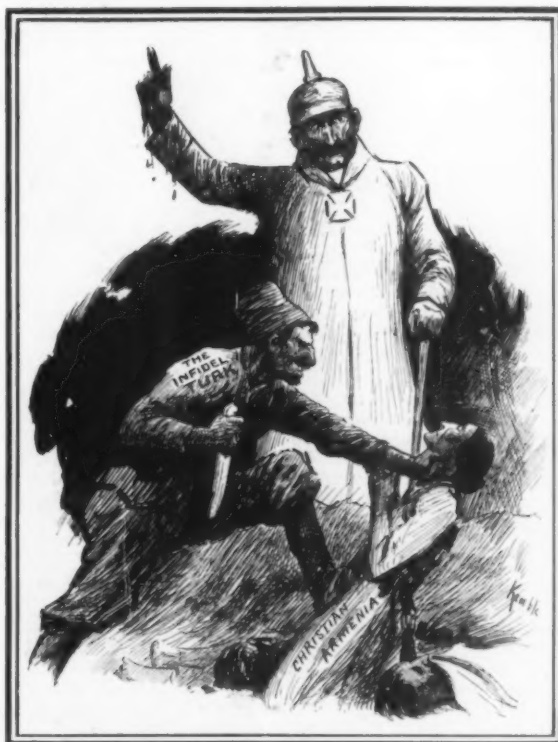
There was no such institution among them as marriage. Consequently, there was no such institution among them as the family. The condition of the Scythian women was that of slavery. Women were treated as beasts of burden, and they were esteemed only in terms of gratification and drudgery. They, like cattle, were owned absolutely in common. There was no such word as *wife* in their language. No Scythian father knew his own children, and the only parental word was *mother*. No man ever heard himself called daddy or father.

Ages of non-use of those lobes of the brain which are the seat of the noblest passions of mankind, and even of most dumb brutes, had rendered those faculties entirely atrophied or rudimentary in the Scythians. Connubial love with them was marked by a depression and not by a bump.

Today, no phrenologist can find on the head of a true descendant of the Hun a bump of love of wife and family, while the bump or organ of amateness, or lust, is hugely developed. Consequently, the back-head of the Hun is flat. His neck is broad and short. Stand a Hun with head and back against a wall and the back of his neck will also touch the wall.

The real Hun can conceive of nothing incongruous or ghastly or brutal in cutting off the hands of a little child just for fun, for to him it is real fun. To capture a young, pure and innocent maiden, ravish her, and then mutilate her body, in true Jack-the-Ripper fashion, is to the Hun-mind a real practical joke played on the young woman, and the Huns in the present war are more than ever convinced of the inability of the English to see a joke. The Englishman does not quite catch the point of such a joke. He has no power of appreciation of such humor. But let us return to the origin of the Hun, and tell how he happened to infect the people of western and central Europe with his evil blood.

Among the ancient Scythians or Cimmerians most criminal practices were considered good conduct as long as they were directed against merely women or against members of other tribes. There were two supreme offenses—murder of another male member of the tribe and any violation of the community law. Any person



Poor Armenia, the Infidel and the Hypocrite against Her.

guilty of either of these two offenses was banished from the tribe. He was sent forth into the wilderness or the desert after the manner recorded in the Scriptures. These outcasts after awhile came together and formed a tribe of their own on the pastoral steppes north of the Caspian Sea.

The peoples to the east of them, the progenitors of the Russians and the Finns, used to banish their bad women in the same manner that the Scythians banished their criminals, all of which female offenders were called witches or sorceresses. These witches and the banished Scythian criminals formed the nucleus from which sprang the Hun race—unquestionably the worst race of creatures in human shape that the world has ever seen.

As years went by, this tribe of Huns was joined by numerous outcasts from all neighboring tribes. Thus it was that the Hun race was made up from the rascalions and off-scourings from many tribes of homeless nomads. The men became the wildest and fiercest sort of archer cowboys, and their skill with the bow and arrow has never been equaled by that of any other people. About the year 200 A.D. the Huns began to be a real affliction to their neighbors, and from their many conquests they rapidly added to their numbers.

The Eastern Empire of the Ostrogoths, between the Baltic Sea, the Volga, and the Black Sea, governed by the aged Emperor Hermāric, was the most important and the nearest of the European nations to the seat of the rising Hun power; but at that time there was little communication between nations and news traveled slowly. So it came about that in the year 373, the Ostrogothic people living upon the western shore of the Sea of Azov were greatly surprised and terrified at a long procession of horsemen extending beyond the reach of vision, wading their horses across the shallow waters of that sea. These were the terrible Huns, making their first entry into Europe.

Taken entirely by surprise, the Ostrogoths were as unprepared for such an invasion as we are unprepared should there be an actual Hun invasion of our shores. Besides, the aged emperor, more than a hundred years old, was unable to act with the promptness and energy that the occasion demanded. In the first collision with the Huns, the Ostrogoths were routed, and the old king committed suicide.

The two sons of the emperor each seized a portion of the empire. One capitulated and was compelled to join issues with the Huns, while the forces of the other brother were very soon annihilated. According to the best

accounts that have come down to us, the Huns had far-apart, prominent eyes. Yet, under their broad, bulging brows, their eyes seemed deep-set. They had bridgeless noses and wide, flaring nostrils, high cheek bones, and mouths like a gila monster. The back of their heads was flat and broad. Their necks were short and thick, and wrinkled like the neck of a pig. They were very broad across the shoulders and enormously strong in their arms. Their bodies were short and their legs were short and bowed to fit their horses, on which they lived, actually sleeping upon them, and often spending days and nights at a time in the saddle without dismounting. Their far-apart eyes gave them enormous powers of triangulation. This, with the great strength of their arms and shoulders, made them the best archers in the world.

Until recently, it was customary for our sportsmen to practice their marksmanship with the shotgun upon live pigeons set free for the purpose, and the good marksman prided himself on the number of birds that he could bring down with his gun without letting one get away. Similarly, the Huns used to practice their marksmanship on living targets, but their targets were live men and women whom they captured. They would set them free, with just about as much chance of escaping as the pigeons had. The fleeing prisoners were pursued and shot at and killed in cold blood without the least thought of pity. The Huns also used to stand up the prisoners in a line and ride at full speed past them and shoot out their eyes. If an archer failed to hit a captive in the eye and hit him elsewhere, the shot was not counted for him, but against him. It was counted as a miss.

It is said of them that while riding at full speed past an enemy in armor, they would whirl about and discharge an arrow through an eye-hole of his helmet, killing him instantly, and seldom missing their man. They were so powerful with the sword that they could cleave an enemy in twain right through his armored protection.

Like a horrible reptile, their aspect, while terrifying, was also loathsome in the extreme. Their horses were so perfectly trained that horse and rider co-ordinately moved obedient to the rider's will, as though horse and man were an actual centaur guided by a single brain.

It is impossible to know at this time how many of them there were, but it is conservatively estimated that they must have numbered at least five hundred thousand.

The European armies of foot soldiers, with their few troops of cavalry, were helpless before these fierce savages of the wilderness. Nothing could withstand their terrific onslaught. The penalty of resistance to them was death or slavery. Not to resist meant slavery and worse for the women, while the men were given the privilege of joining their ranks and fighting with them.

When they made their great migration into Europe, they slaughtered all their women, killed all their herds that they did not take with them for immediate meat supply, and destroyed all their property not needed in the march. They did this for the same reason that others who have undertaken the conquest of a country burned their ships behind them, in order to throw the invaders on their own resources and to remove the possibility of return, this measure being taken to compel success of the enterprise.

Seven hundred years later, Genghis Khan, when he broke camp in China to go to the West, invade and conquer Germany, killed off all his women. In a speech to his troops he said, "We are going to Germany, where there are plenty of more beautiful women than ours, and there must be left behind no inducements to retreat."

How different was this procedure from that of the Germanic or Gothic tribes that invaded Italy from time to time under the name of Teutons, Cimbri, Helvetians, Goths, and the like, who took their wives and families and all their possessions with them. Those ancient Germans, those real Teutons, highly respected their women. They were monogamists, and marriage with them was an inflexible institution. They were morally and socially the diametric opposite of the Huns.

The attitude of the ancient Germans toward the family and the home was the highest among all people of the ancient world, while the attitude of the Huns in these respects was the lowest that has ever been known in the history of the human race. No other tribe of savages in all time has treated women as badly as have the Huns.

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The President As I Know Him

By NORMAN HAPGOOD

EDITOR'S NOTE: Mr. Hapgood is famous for his books "The True George Washington" and "The True Abraham Lincoln," written years ago. LESLIE'S has asked Mr. Hapgood to write his interpretation of his friend Woodrow Wilson, and here it is.

SINCE his attempt to end snobbishness at Princeton University I have watched Woodrow Wilson closely. I have been enough of an insider to know what was going on; never enough of an insider in any way to distort perspective. At least half of my associations has been with men who distrusted or dislike the President. Some since the days of 1912 and earlier have undergone a permanent change. Others are cooperating honestly in the war, ready to fall into opposition when opposition can honorably be indulged in. A few are doing all they can, even in the war, to thwart and discredit their chief. Any journalist who in his life trains as much as I do with the propertied class is sure to be kept familiar with the views adverse to our fore-most liberal.

Nor do I claim everything that is claimed for the President by some profuser temperaments. It is not for me to maintain that as a literary artist he approaches Lincoln, or that as a user of men he equals Washington. My belief that Wilson is the most valuable individual alive today is based on a ten-year survey that in its nature has been open-minded. To others I leave the fulsome eulogy as well as the petty carping. What is obviously true of the President is so weighted with consequence that I see no temptation to exaggerate.

The most significant single quality in the President is his quick and flexible intelligence, which is the same thing as his power of growth. There are some men highly endowed with applied brains, who yet lack almost entirely the power to let the advancing sun of experience breed in them conceptions unknown to their youth or even to their middle years. Decades of study and association made Mr. Wilson familiar with the best of the world of tradition. Such a career often blinds a man to the world that is to be. With Wilson, on the contrary, knowledge of the past was a safe bridge on which to cross, over angry torrents, to the beckoning future. Knowing the charms and arguments of the past, he became the leader of the world's mental stirrings, at a moment when the fate of centuries depends on the ability of liberals to see and stand together, from the Sierras to Moscow and the endless plains of Asia.

The Lincoln Analogy

While, to my mind, two men could scarcely differ more than Mr. Wilson and Abraham Lincoln, there is in truth a similarity in their rôles. Lincoln, for years, was the profoundest intellectual exponent of the forward vision of his day. He was at first attacked by impatient radicals, although gradually most of them rallied to his side. He was under constant fire from those who wished him to move faster, or with more violence, in one direction or another. At one time the charge was that he did not act with sufficient decision in 1861 when the forces were taking their alignment. Later it was that he was delaying emancipation, waiting for opinion to mature. Toward the end of his life it was that he did not breathe vengeance against the South, but merely waited for one necessary point to be yielded before inviting his foes to become henceforth his friends, without punishment, without the horrid safeguards that were inflicted by the patrioteers of the time, when the watchful and lonely ruler was in his grave. It took many years for the whole world to understand that it was by keeping the largest possible group of well-meaning men together that he had won; by principles stood by, in spite of opposition; by a heart and mind that listened for the still small voice and likewise for the music of the world. Lincoln was not a great executive, in a driving sense, nor had he Washington's mountainous ability in action. While I wish in this article to confine myself rigidly to exactness, and therefore make no wild comparisons, I say that just as Lincoln expressed unservingly and with growing power the liberal genius of his epoch, so Wilson, otherwise so unlike, yet in lonely fidelity to time's deep whisperings similar to Lincoln, is the rallying point of the conscience of an age.

The Fight for Liberty

Once the President spoke to a friend of mine about the slowness with which the American public can be pulled forward along the road of progress. To another friend he said that, whatever the outcry, he was determined to save his thoughts and strength from frittering, thereby to give to his countrymen all that might be of highest value in himself. To me he spoke of the difficulty

of finding men of the strongest ability and training who would use these powers, not for protecting the favored few, but for opening up to the unfriended many the Kingdom of this world. He defended Mr. Daniels, when the secretary was under fire, because he knew that, whatever Daniels's naiveties of expression, his administration was both efficient and pure. More recently, when Mr. Baker was the target, the task was much easier for the President, since the attack played out so quickly. Mr. McAdoo was at one time the object at which financial powers, little knowing their permanent good, most dearly loved to strike. Mr. Hoover, likewise, had to run the gauntlet. More than two years ago the President's dauntlessness saved the forces of progress in the battle over Mr. Brandeis. At times his faithful obstinacy has been shown even against most of his official advisers. He remembered the case for Mexico, in the hysteria over Villa's raid, even as Lincoln stood against the public and his cabinet by expounding the British case in the trouble over Mason and Slidell. His glory and his use have been that he has been the champion of democracy in its deeper modern sense. The spirit that is demanding higher taxation today, in relation to borrowing, and more strictly distributed taxes, is identical at heart with the spirit that is maturing the war aims for countless allied nations. The branches come together at the root, and all spring from an honest and illumined concern for the welfare of the undistinguished common man.

Entering the War

The final question, of course, before which all others dwindle, is of the part he has played since the fatal July nearly four years ago. Then came to him an opportunity and a danger comparable only in American history to the opportunities and the dangers that beset the poetic Lincoln and the infinitely tested Washington. It will be for history to say whether he led the United States into the conflict at the moment best chosen to hold Congress, to hold the public, and to assure mankind that the things for which we were to fight were so necessary and so unmixt with evil and illusion that they were worth the cost. For my part I am confident that it will be one of the noble, outstanding facts of history, for the children of time to praise, that to the President was vouchsafed far vision, and that through him the freest minds among the free peoples could receive genuine assurance that they were in very truth fighting not against any nation but against an error; not for any plunder or glory, but for a conception of freedom worth indeed millions of slain youths, millions of cripples, millions of unmade girls; worth indeed the sea of hate created, though through liberalism we have good hope that that sea is to be smaller. Wilson's leadership is for two priceless ends: to make victory possible and to give it value. And it is making victory possible because of the pure clarity in which he has set our conception of its value. The two things are one and the same. The democracies will win at last because the issue is now beyond cavil, and the most democratic elements, therefore, who could never be stampeded with mere violence, with hate-the-Hun and can-the-Kaiser crudity, are willing to die that force may not put its foot on the free soil of Europe. Of course this purifying of the issue has no simple origin. Unhappy Russia is a cause; the labor groups, especially in England, are another; Entente reverses have done their part; but the President has been working in that direction, until at last his position and his intelligence combined have made him the undisputed spokesman of what the world's aims really are.

Changing Views

And what are these aims for which we ask of our sons and daughters so high a price? They can be understood only if they are seen as always the same in nature but as in form a gradual development. When Belgium was invaded our emphasis was on keeping reason alive, at least in one large country, and on steering an even course until the causes and objects of the conflict were understood. As Colonel Roosevelt put it, just after the assault on Belgium: "It is certainly eminently desirable that we should remain entirely neutral."

When the most belligerent of Americans felt that way, it is easy to imagine how the majority felt. We did not see Germany then as we see her now. In the same article Colonel Roosevelt said:

"I admire and respect the German people. I am proud of the German blood in my veins. When a nation feels that the issue of a contest in which, from whatever reason, it finds itself engaged will be national life or death, it is inevitable that it should act so as to save itself from death and perpetuate its life. . . .

"(The Belgians) are suffering somewhat as my own German ancestors suffered when Turenne ravaged the Palatinate . . . the suffering is by no means as great. . .

"When Russia took part, it may well be argued that it was impossible for Germany not to come to the defense of Austria, and that disaster would surely have attended her arms had she not followed the course she actually did follow as regards her opponents on the western frontier. As to her wonderful efficiency—her equipment, the foresight and decision of her general staff, her instantaneous action, her indomitable persistence—there can be nothing but the praise and admiration due a stern, virile, and masterful people, a people entitled to hearty respect for their patriotism and far-seeing self-devotion."

Our Entrance

When the *Lusitania* went down, the time, for several reasons, had not come to cast our weight into the scale. The facts were not entirely clear; the public along the eastern coast was excited, but the country was not convinced. Before the revolution any impartial mind must have been troubled about Russia's intentions. Also it is not impossible that the predatory designs of the other Entente powers were known or suspected by the President even before the Bolshevik publication of the treaties. As we suffer now, through the German western drive, it is easier to regret the lateness of our entrance than it is to realize that if Wilson had been stampeded, instead of making our entrance with the slowness of Justice, like the mills of the gods, for purposes most carefully defined, he could not have brought with him the stiffening of labor everywhere, of critical spirits everywhere, that he has brought. Even as these lines are written, Mr. Arthur Henderson finds it necessary to publish a patient kindergarten explanation once more of how totally our labor delegation, even after its trip to Europe, fails to understand what it is talking about. I need not go over the long list of dismal diplomatic blunders by the Entente, all tending to solidify Germany, dishearten Russia, and cause labor rumblings in Italy, France, England, and the United States. I spent all of 1917 writing from Europe about that mistaken attitude, and I wrote entirely in vain. Suffice it now to say that the lateness of our entrance into the war, after all the jeered-at notes, and the President's conduct since we entered have given us such solid ground to fight on that we cannot lose. Without labor's general belief that the Entente now fights for the Wilsonian principles the Entente might be completely defeated, and probably would be.

The New Aims

What, then, I repeat, has Wilson helped us to realize that we are struggling for? We are struggling for a peace without predatory victory; we demand nothing we are not willing to grant; and the affairs of the world hereafter are to be in the hands of a league of nations. We not only demand the sacrifice of ambition, but on our own side we also make the sacrifice of ambitions. There are to be no changes in the status quo ante that do not represent the world's prevailing reason. As far as we are concerned, there are no secret reservations. We mean these things, just as we mean that we shall fight, if it takes ten years, until they are accomplished; until there is freedom of decision in the east and in the west. Just so far as the President is listened to by the other leaders of the Entente, just so much more likely becomes a revulsion in German sentiment after it has been chastened by final failure in the west. Satisfied that the Entente is bound to aims that are moral, nay inevitable, the American giant is putting his full strength into the fray. Our troops are behaving like veterans. Our home effort grows daily stronger. In administration we now have to all intents a war cabinet. Partly through us, we have a single war command, and through generosity our troops are being used so as to help most at present and hereafter. At the head of the whole American machinery, and at the head of the world's liberal thinking, we have a man of Scotch tenacity, whose dogged will in none of his earlier contests has ever faltered; a man in whom this bulldog finality is combined with a spiritual gaze ahead that has brought even discontented radicals to our ranks and welded the mass of reasonable men into a unity against which the acme of force shall dash itself in vain. I could easily write a volume on the usefulness of Wilson as a leader in our civil progress, but we stand on the brink of destiny, we and the other nations of the world, and therefore, to judge the President, it is not requisite to tell everything. All we need to say can be crowded without much exaggeration into a sentence. It is this: That he has made our cause moral, and by making it moral he has made it victorious.

The Roll of Honor



Major E. C. Register



R. E. Register



Assistant Surgeon D. W. Register



J. L. Register



Prof. A. R. Register

The little town of Alcolu, S. C., with a population of only six or seven hundred, is justly proud of the family of Mr. and Mrs. J. W. Register, consisting of seven boys and one girl. Five of the boys, shown above, have volunteered for service with Uncle Sam's forces, and all occupy enviable positions in the service. Major Register is a graduate of two medical colleges and a post

graduate of the Army Medical School. R. E. Register is a wireless operator in the Navy, now in service at Charleston. D. W. Register, a graduate of the Atlanta Medical School, is an assistant surgeon in the Navy at Charleston, S. C. J. L. Register is in the Aviation Corps at Pensacola. Prof. A. R. Register resigned a lucrative professorship at Clinton College to enter service at Camp Jackson.



Abraham Cohen



John Cohen



Three sons of Nelson F. Bailey, of North Abington, Mass., Herbert, Winfield and Seth, are all privates in Company K, 101st U. S. Infantry. Another brother, Frank, is training at Camp Devens, Ayer, Mass., a fifth, George, is with a Canadian contingent, and the sixth is now awaiting his call to the colors.



Henry H. Harney



Oliver T. Harney



Joseph Cohen



Philip Cohen



One child, a daughter, is all that is left of the family to comfort Herman E. Braun, all of whose sons have answered the roll call in the fight for democracy. Mortimer Braun is in France with Base Spare Parts Unit No. 3 of the Quartermaster Corps. Henry Braun of Vet. Hospital No. 3, Medical Corps, is in Flanders and is also acting as boxing instructor of his company. Joseph is a chauffeur at Camp Johnson, Jacksonville, Fla., awaiting overseas orders.



William Harney



John W. Harney

Four of the five sons of J. M. Harney, a farmer living at Green Valley, Cal., have gone to war. All enlisted. Henry H. Harney, 18 years old, is the youngest man in his battery at Camp Kearny. Oliver is with the aero squadron in England. Thomas Harney, the fifth brother, remains at home to help the family meet the fortunes of war.



Wilbur Hedger



James Hedger



Ira Hedger



Leonard P. Hedger



Thomas Hedger

Five sons of Mr. and Mrs. George Hedger of Milford, Ill., are in the service, all having volunteered except Leonard, and all are in the land forces except Ira. This patriotic family



Mr. and Mrs. George Hedger

also includes three girls, who are engaged in patriotic endeavors that are backing up the five brothers in blue and khaki. This sturdy family is a source of pride to the country.



Photograph of Goodyear's seven-truck fleet operating between Akron, Ohio, and Boston, Massachusetts, on a round-trip schedule of less than 8 days, in summer and winter service. Equipped with Goodyear Pneumatic Cord Tires, these trucks attain speeds in excess of 30 miles an hour, and even during 20-below-zero January weather they kept going when rail freight was stalled.

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GOODYEAR
AKRON

Pioneering Long Distance Motor Transport

NO other thing so dramatically demonstrates the importance of the pneumatic tire to the future of the motor truck as Goodyear's Akron-to-Boston Highway Rapid Transit Line.

This pioneer experiment in long distance motor transport, forerunner of a new and broader phase of truck employment, could not possibly have attained its present effectiveness with any other type of equipment.

Only the pneumatic tire affords the speed essential to its swift schedule, the cushioning power required to prevent ruinous depreciation, the tractive efficiency necessary to insure progress over the difficult roads.

Only the pneumatic tire assures full protection for the load in such service, the high gasoline and lubrication mileages desirable, the safety imperative to practical highway travel at the speed these trucks maintain.

The stage of doubt or uncertainty concerning the usefulness and value of Goodyear Cord Tires for Motor Trucks today is past and gone.

For nearly a year Goodyear's seven-truck fleet regularly has shuttled back and forth over its 1500-mile circuit on these tires, to the emphasis and verification of their every virtue.

Not alone in this service, but in the most varied and exacting usage in more than 250 American cities, has the speed, efficiency and economy of Goodyear Cord Tires for Motor Trucks been convincingly proved.

The truck manufacturer or operator who does not now seriously consider them in relation to his own business is disregarding perhaps the foremost factor in the motor truck's future development.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

CORD TIRES

When Your Spring Breaks Put On VULCAN



IN EVERY TOWN
FOR EVERY CAR

FREQUENTLY

the breaking of a weak fibred spring is a blessing in disguise, for it enables you to replace it with a sturdy, dependable Vulcan. Thus your car is strengthened and given better riding qualities.

Whenever and wherever one of your springs break, there is an exact duplicate in size and kind, ready to put on at once, without delay or trouble. One of the 3,000 Vulcan dealers is likely to be located near the point where your need arises.

Vulcan Springs are immediately procurable for all popular cars, by reason of this land-wide, convenient distribution. Dealers usually have complete assortments.



Vulcan Springs are made of finest oil-tempered steel, fabricated with accurate care; strength-tested at treble their normal loads.

The Spring That Should Always Replace a Broken One.

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Richmond, Ind.

Factory Branches:

St. Louis, Mo. 1402 Chestnut St.
Minneapolis, Minn. 1024 Hennepin Ave.
Dallas, Texas 269 South Houston St.
Reading, Pa. 538 Franklin St.
Sumter, S. C. 29 Caldwell St.

War Truths that Appeal to Many of Us

By CONKLIN MANN

THIS war is going to be won by a clean-cut, unqualified and unconditional victory of the United States of America over the nations with which it is at war. There can be no such thing as a diplomatic victory over these nations. No peace by negotiation can restore to the world the ideals for which we strive. Such a peace will leave the Prussian idea a living, growing segment of the German mind, a mental octopus to poison the world and later seek a military decision over all peoples. Victory will never come to us through a change of heart of the German people toward the Prussian idea until our military victories have made the word "mercy" familiar to all throughout the length and breadth of middle Europe, where at this time it is unknown. The word "kamerad" belongs in the dictionary of peace with negotiation and is an empty, diplomatic word that does not touch the German heart or brain but only the lips. As long as Germany continues to talk peace in terms of "kamerad" her words are but language and her selfish, supercilious heart and mind retain their self-satisfying feeling of superiority that has brought the world its darkest days.

Slow in Starting

A few months back our war machinery was put into running order and we began to talk of becoming a real factor in the war. The more energetic and driving among our people did not seem satisfied with either the preparations or the speed with which we went about our work and while little open criticism was made an undercurrent of dissatisfaction could be felt among those who kept a close watch on world events and American preparations. For nearly a year the Administration ran the war without adverse comment or criticism getting into the public print and the desire to give the Administration every opportunity, and support was so strong that the patriotism of any who indulged in adverse criticism through chafing under the slowness of our movements was questioned.

Naturally under the leadership of peace-loving men who had done all in their power to avert war and whose minds could not possibly be expected to be remolded into "war minds" overnight, the country's war preparations often dragged during the first year and there was a marked tendency among Administration leaders to apply a "diplomatic policy" to the Central Powers, particularly to Austria. At last in the winter of 1918 energetic men in the Government, and out, openly criticized the slowness of our preparations and brought the light to bear on such departments as the ordnance and quartermaster's and the airplane preparations. Though the Administration bitterly resented this criticism at first, the opening of the German offensive on March 21 drove home the recognition of the necessity of speeding up our military and industrial plans and lo! the country suddenly discovered that our efforts of 1917 were as nothing compared with our possibilities, and under the stimulation of impending disaster, the war which in 1917 had been 3,000 miles away suddenly came knocking at our door. Today the weight of America is being felt and our accomplishments of a month now compare favorably with our accomplishments of six months awhile back. It is likely that efforts we are inclined to consider of heroic size today will be dwarfed into insignificance within twelve months.

Can We Stand the Truth?

As yet we have neither undergone real suffering nor made great sacrifices as a nation, though individuals have felt the full burden of war's suffering if not its horrors. Just at this time in our tran-

sitory situation discussion is often heard of the exceedingly interesting question, as to how much of the actual truth of the war situation the American people can stand to keep the general morale at the highest point. Governments like individuals feel that they, each separate one, can stand any amount of ill news without injury to the spirit and loss in fighting qualities, but the rank and file are easily depressed, and therefore only the brighter side of the situation should be presented to the public. This policy usually results in over-exaggerating the brighter side and underestimating the darker. Many people feel that this policy has worked out disastrously for the Allies, particularly in England, where the true significance of the struggle was not appreciated until two years after the war began. The British armies since time immemorial have been famous for their stick-to-itiveness; who, therefore, could doubt that the civil population had the same quality of tenacity? Now that the cold truth has become an open book throughout the British Empire the teeth of men, women and children are set in a vise-like grip that will not loosen until this war is won. Yet thanks are not due the governmental policy for this spirit of determination and it is a question if the salve-like communications with which immediate victory was spread before the British people did not cause far more harm than good.

America is in danger of falling into the same error, though not to the same extent, for only a fool can believe that the Hun armies will disintegrate and fall down at the approach of our men. Still our natural healthy conceit and confidence offers a splendid opportunity to the misinformation and misinterpretation of those who believe that the public morale cannot be trusted to withstand ugly truths. Ugly truths and dark days we are going to have as well as joyous pride in our men and their accomplishments and the wild thrill of ultimate victory.

The Right of Constructive Criticism

Individuals, governments and nations will never be perfect, but these are the days of sacrifice when it is easier to approach perfection than in softer times. Selfish, destructive criticism can do no good, but a steady persistent demand for those things which common sense tells us are right is the greatest single patriotic work the public can do in addition to doing the day's work better than ever before.

Take, for instance, our slipshod and obsolete methods of raising revenue without a budget on which to base taxes. How many times would a hundred million people be obliged to demand, through personal communication with Congressmen and government officers, that an adequate budget system be put through in place of the present loose plan, which would wreck any private business from a boot-blacking stand to a steel corporation? Criticism has done much already to speed up our efforts in this war and it will do more. It will take out the inadequacies and injustices of hasty and ill-considered acts and block improper or weak legislation. It will support and build up the vast fabric of progressive action with which the Administration as the country's general manager will win the war. The Administration should not fear to receive criticism any more than it should fear to tell the people the actual truth. Let us take a question in point which involves both criticism and truth.

How About General Wood?

General Leonard Wood, Senior Major General in the army and a man of widest experience, recognized at home and abroad as one of our greatest soldiers, advocated a

policy of military preparedness for years, and after the outbreak of the great war in 1914, did more in the opinion of millions to arouse the country to the situation and to endeavor to obtain adequate preparedness than any other man in the United States. Yet General Wood upon our entrance into the war was detailed to work of far less importance proportionately than he had performed in peace times, and later, after he had prepared a division for foreign service, was held back from heading that division in France.

The popular criticism of this action has received no satisfactory answer as yet, though word has been spread under a Washington date-line that General Wood is held as a reserve, with hints of Mexican border, etc., etc. Isn't the country entitled to know the truth about this situation which does more to break the morale of millions of people than a terrible military defeat? Yes, a thousand times more, for the one raises doubts regarding the ability of high government officers to rise above selfish pettiness, while the other would only nerve the country to set its teeth more firmly in the German throat. Military reasons may prevent an actual announcement of the plans ahead for General Wood, but the matter touches the public morale closely enough to justify a statement of confidence in him from high government officers to offset a situation which has been politely called "a bad taste in the mouth."

Two Great Victories Necessary

The Allies must win two great victories before they can dictate peace terms to Germany. First, the west front must be rolled back into Germany and that empire overrun, and second, Russian territory must be kept free from German domination. Germany is making marked progress daily in Russia, and, left to carry on her well-thought-out and organized policy of "peaceful penetration," will soon control a territory from which the combined efforts of the Allied countries cannot drive her in a generation. At this writing the public is not aware that any definite and energetic policy is being pursued to keep Germany out of Russia, yet it is intolerable and inconceivable that the Administration is following its Mexican policy of "watchful waiting." It has been time to act in Russia ever since the overthrow of the Empire. However, unless some action is taken soon even military intervention is doomed to dire failure. In this connection would it not be well for the United States to take another lesson from the German text-book and prepare for foreign educational work?

If German propaganda is better than ours, let us bend our energies to develop our propaganda, which has Truth behind it, to a point that will smoke out the German element. Let us systematize our proselyting a hundred per cent. more completely than Germany can systematize hers by calling into the Government's service as foreign agents a civilian army of the best men and women in the country. Let them be trained to speak Russian, Spanish or any other necessary languages and sent forth to overcome the hypocrisy of German proselyting. Millions of our men are being conscripted for military service; let tens of thousands be conscripted for foreign educational service and weakened Allies and neutral nations will be saved from the influence of Germany which is now winning "diplomatic" victories. If any doubts the results let him consider what insincere and hypocritical Germany has done in Turkey, Austria, Greece, Bulgaria, Italy and Russia, to say nothing of many neutral countries that she has kept in the "friendly" class.

TORBENSEN

INTERNAL GEAR TRUCK DRIVE



Which Rear Axle—and Why?

The most authoritative statistics prove the growing use of internal gear drive for motor trucks. Just as internal gear drive, generally, has developed with such steadiness, so Torbensen Drive has become the recognized leader of internal gear drives. Imagine the parts shown here, put together as the arrows indicate. Then you have Torbensen Internal Gear Drive.

It is an exceptionally simple rear axle drive. Its simplest part—and the part that has contributed most to the Torbensen success—is the strong, forged-steel I-Beam, shown below.

This I-Beam is the load carrier. Its construction makes it extra strong, though very light in weight. The same time-tried engineering experience that has made the I-Beam standard for front axles, dictated an I-Beam for the rear.

We patented this I-Beam. We have protected it completely. No other rear axle drive has or can have it. It is the outstanding feature of Torbensen Drive—the one form of internal gear application to rear axles that cannot be imitated. It is the backbone of Torbensen Drive—the foremost reason for its leadership.

This I-Beam makes Torbensen Drive strong and secure under any and all service conditions. Its great strength—its absolute reliability—makes possible our generous Gold Bond Guarantee.

Torbensen Drive is made to last. Every owner gets a GOLD BOND GUARANTEE that the I-Beam axle and spindles will last as long as the truck, and the internal gears at least two years.

Any Torbensen-equipped truck provides you with our written guarantee of honest rear axle service.

THE TORBENSEN AXLE CO.
Cleveland, Ohio



This I-Beam member takes *all* the load in Torbensen Drive. It has *nothing whatever* to do with driving. This makes Torbensen Drive last long.

The differential, jack shaft and internal gears do *all* the driving. They have nothing to do with load carrying. This relieves the driving parts of all carrying strains.

The differential housing fits into the expanded centre of the I-Beam. It is held securely in place by a patented shoulder engagement. All the parts are joined in practically perfect, permanent alignment.

Largest Builder in the World of Rear Axles for Motor Trucks

Makes things go 'round

Every light mechanism absolutely needs regular oiling. 3-in-One makes things run smoother and wear longer by reducing friction to the vanishing point.

3-in-One penetrates to the innermost part of a bearing. Works out old caked grease and dirt; keeps the parts clean, bright and working right; lubricates properly.

3-in-One

The High Quality Oil

In the office: Use on typewriters, adding machines, duplicating machines, dating stamps, cash registers, revolving chairs.

In the home: Use on sewing machines, victrolas, washing machines, ice cream freezers, hinges, locks, clocks, tools.

Outdoors: Use on bicycles, baby buggies, roller skates, guns, fishing reels.

3-in-One is the universal anti-squeak oil. A fine oil compound — non-acid, non-gumming — won't dry out.

At all stores in 50c, 25c and 15c bottles; also in Handy Oil Cans, 25c.

FREE To try before you buy, write now for generous free sample and Dictionary showing hundreds of uses in office, home, outdoors.

THREE-IN-ONE OIL CO.
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The Truth About the Railroads

Continued from page 865

individual trainloads have run as high as 5,000 and even 6,000 tons, or enough to load some of the new ships that are being turned out. This increase in trainloads has made it possible for the railroads to pay the immense increase in operating expenses in the face of steadily diminishing rates and still keep out of the bankruptcy courts.

Leaving all this out of the discussion and dealing only with the immediate present, so many considerations enter into the matter, such as density of traffic, grades, curves, weight of rail, strength of bridges, climate, quality of fuel and many other factors, all of which vary materially on different roads and even on different parts of the same road, that it simply isn't possible to devise a compromise type of locomotive that will render satisfactory service everywhere.

If the average man cannot grasp engineering intricacies like axle loads and such he will find plenty of things he can understand when he goes away from home under the new railroad dispensation. In the first place he will not be able to plan his trip from a pocketful of gorgeous free literature, for all railroad advertising has been abolished. Nor will he be able to buy his ticket while out to lunch, for ticket offices have been weeded out with a ruthless hand in all principal cities, while the "off-line" ticket offices have been abolished altogether. In these days the intending traveler stands in line at the terminal station or at the rare consolidated city ticket office to buy his transportation. And if he wants to reserve a berth on a connecting line he has the pleasure of paying for the necessary telegram himself, for the custom of rendering this service at railroad expense has been abolished.

Of course there is always the alternative of staying at home, which suits the Railroad Administration quite as well, for it has announced a policy of discouraging travel during the war. The English tried that, increasing fares 50 per cent. as an inducement to stay at home; but in spite of all that could be done the volume of travel has held up to the ante-bellum maximum. During our own first calendar year of war travel showed an increase of 16 per cent.

Had the Director General consulted the Secretary of the Treasury first it is more than doubtful if he ever would have undertaken to discourage travel. The American tourist industry has grown to very large proportions, its gross revenues being estimated at two-thirds or a billion dollars a year. Many thousands of persons, by no means all of whom can advantageously be utilized in war activities, earn a livelihood by catering to the wants of tourists. If deprived of the tourists, who are their visible means of support, they will not be able to buy Liberty Bonds, nor pay income taxes nor contribute to the Red Cross. Canada, after more than three years of war, invites tourists, and through advertisements paid for by a railroad company, at that.

When the average man ships a carload of freight he will bump against still more things he can understand. All off-line officers having been abolished it is no longer possible to find an obliging representative of a distant line to furnish information and keep tab on the progress of a car of perishable freight. If the consignee wants to know how his car is moving he can pay for telegrams himself, for the railroads do such things no more.

The off-line officers that were rendered very substantial and necessary services. To be sure solicitation of traffic, an important function in competitive days, is no longer necessary. But these officers did a great many other things, such as quoting domestic and foreign rates, filing of passing reports on carload shipments, thus facilitating the tracing of delayed

shipments, supervising package car service and the prompt tracing of delayed merchandise, adjustment of claims, handling foreign freight matters, including bookings and clearances, the reconsignment of carload freight and diversion of delayed or embargoed freight to connections, and so on. The local lines are unable to perform these functions.

The Illinois Manufacturers' Association protested against the discontinuance of these off-line officers, and the protest having the support of a large majority of shippers, the Administration has arranged for some part of the work to be taken over by tariff bureaus in the principal cities.

Somebody with a head for figures and an optimistic temperament has estimated that the grand total of economies to be effected by operating all the railroads as one system, and by the various innovations introduced, will not exceed \$80,000,000, if, indeed, it shall reach that sum.

Over against this possible saving must be set a wage increase of \$350,000,000; an increase of some \$50,000,000 in the fuel bill wished on the railroads by the Fuel Administrator; the deficit in the first quarter of the year and other items, to the grand total of approximately a billion dollars. As the railroads could hardly have earned the proposed compensation to their owners of about \$950,000,000 owing to great increases in expenses shortly before the Government took control they faced a deficit of somewhere around a billion dollars until the Director General came to the rescue with an increase of 25 per cent. in freight rates and something more than 50 per cent. in passenger rates.

Considering the weird experiences of recent years in trying to get a modest increase in rates this substantial advance was noteworthy; but the manner in which it was obtained was revolutionary. Formerly the railroads spent a million or so formulating a new tariff which was suspended by the Interstate Commerce Commission, after which the railroad men would go to Washington there to spend months in vain efforts to justify their presence on earth.

Under Government Control the Secretary of the Treasury merely dropped in on the Director General, handed out a cigar and a new story, mentioned casually that he would like a billion to meet railroad bills and walked out with the increased rate order in his pocket.

The foregoing are but a few of the high spots in recent spectacular history, but perhaps they may serve to show how different scrambled railroads-à-la-guerre are from the regulated variety from which we have so providentially been delivered.

Victory

*I could have prayed for peace before I heard
Of little children lifted high in jest,
A sword point through the white still-
pulsing breast,
And women foully held—then anger stirred
And all my soul rose up; since this could be
I'd only pray to God for Victory.*

*I could have waited for my sons to 'turn
Safe home; but foul and gas-outpouring
shell,
And liquid fire, and fiendishness of hell,
Set all my blood aflame and now I burn
With holy zest, 'twake'er the cost to me,
If soon or late God send us Victory.*

*I could have weighed new days by old ideals
Had I not known of death that hurtling
went
Beneath the waves to smite the innocent;
But knowing all, my startled spirit reels,
Then springs to ask, "What will Ye,
Lord of me
That to our arms may come sure Victory?"*

L. M. THORNTON.

Dependable

FINANCIAL INFORMATION

American finance is no longer local or even national. It is international. What happens in England, Russia, France, Germany, and Italy today, immediately expresses itself in New York, Philadelphia, Boston, and Chicago. It is important these days, as never before, to have dependable financial information.

Mr. Noyes knows finance in practice and in history. He is the author of books such as "Forty Years of American Finance," "Financial Chapters of the War," "The Free Coinage Catechism" (2,000,000 copies sold).

He writes the daily financial article in The New York Evening Post, and the complete Saturday review, reflecting world-wide financial conditions. Assisting him is a staff of trained experts.



ALEXANDER DANA NOYES

Financial Editor of the N. Y. Evening Post whose articles on finance are read by bankers, brokers, and investors, from the Atlantic to the Pacific.

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The Melting-Pot

James W. Gerard, former Ambassador to Germany, predicts at least two years more of the war.

Since the United States entered the war nearly 1,000 German societies in this country have gone out of existence.

It is predicted that the "Liberty Shoe" will be introduced by the Government to the public at a fixed price shortly.

According to a prominent medical journal, farmers and their wives eat more indigestible food and suffer from dyspepsia in all its forms more severely than city adults.

Many who subscribed to the Third Liberty Loan gave fictitious names, addresses and banks. Government agents are trying to round up this so-called "Glorification Army" of fake patriots.

The Liederkrantz Club, one of the largest German organizations in New York City, has unanimously voted to make English the official language and to select a new American name for the society.

That an automobile owner is responsible for injuries sustained by a guest during an automobile ride is the decision of the New York Supreme Court. It awarded \$4,000 damages to a woman hurt while riding in the auto of a friend.

Colonel Roosevelt says: "At this moment the great majority of the Americans who are in whole or in part of German blood are as heartily loyal to America and therefore as resolutely hostile to Germany as all other good Americans."

Senator Gallinger of New Hampshire wants the statue of Frederick the Great, recently removed from the War College grounds at Washington, melted up for war munitions. He invites other suggestions from patriotic citizens as to its disposal.

John D. Rockefeller, Jr., after visiting a number of our military camps, says: "Uncle Sam is a mighty good daddy. He's taking good care of his boys. They are healthy and happy and patriotic. Their eyes are on France. And they will give a good account of themselves we all know."

The American Locomotive Company, which is manufacturing engines for the Government's war needs, was recently threatened with a strike. One hundred and fifty molders went out because one of their number who had allowed his membership dues in the union to lapse was permitted to work.

District Attorney Swann of New York is rounding up a swarm of charlatans practicing clairvoyant tricks by which they pretend to bring news from men fighting in France to their kindred here, and for which "news" they are being paid hundreds of dollars by gullible relatives of fighting men.

Senator Owen of Oklahoma says: "America will probably have 3,000,000 men on the battle-line before the end of 1918, and whatever larger number is necessary will be forthcoming to establish once more the doctrine, implanted by God himself in the human heart, that 'right will make might.'"

The United States Chamber of Commerce proposes the organization of a national board of leading business men to collect facts here and in foreign countries regarding commerce, industry and distribution; to study trade conditions; and to recommend plans for the protection of exporters after the war.

Owing to the problems which the use of two languages presented to the American troops in France, and the necessity for accurate intercommunication between the American and French armies, the Signal Corps has sent abroad 100 trained women telephone operators, who speak both French and English, to work in military telephone exchanges, at bases of supplies and points of embarkation.

Let the thinking people rule!



Where Better Production Starts

Proven ability is the basis upon which discerning power users select their operating equipment, just as it is the basis in the selection of men.

With these concerns, better production begins with the selection of motor equipment which will set the pace for machine and man efficiency, equipment that will insure a full day's output and a full day's wage—every working day.

Twenty-one years of dependable service in a wide field of manufacturing endeavor bespeaks the proven ability of Robbins & Myers Motors to keep production at peak-efficiency.

The Robbins & Myers line includes motors for every purpose, from 1-40 to 30 horsepower—a motor for the one-man shop, or a

complete motor equipment for the great manufacturing plant.

Also, manufacturers of the better electrically-driven devices equip their product with R&M Motors to match their own high-quality standards.

An R&M Motor on a vacuum cleaner or washing machine for the home, coffee grinder or food chopper for the store, addressing or mailing machine for the office, is a sure sign of value throughout, and a safe guide in buying.

Robbins & Myers Motors insure better production to power users, dependable operation to electrical-device manufacturers, and increased sales to motor dealers.

The Robbins & Myers Co., Springfield, Ohio
For Twenty-one Years Makers of Quality Fans and Motors
Branches in All Principal Cities

Robbins & Myers Motors





"Every Miller Cord
Specialist Has Had
10 Years' Training"

Tiredom's Great Feat —the Uniform Cord

Chief of the Miller Tires—All Built By Champions

THE Miller Rubber Company has successfully applied to the building of Cord-type Tires their championship system that gave the world Uniform fabric tires. And no motoring sensation is comparable to the buoyancy of riding on Miller Uniform Cords.

Size for size they have much greater air capacity than ordinary tires. And the hand construction makes them wonderfully flexible. The big strong cords fairly float in new, live rubber.

Miller Uniform Cord Tires are made with the conventional ribbed type tread—also the Geared-to-the-Road. Only Miller Tires have this latter tread, for this is patented. It has the advantage of caterpillar feet that engage the ground like cogs.

Miller  **Tires**
GEARED-TO-THE-ROAD

Geared-to-the-Road gives positive traction, with practically no skidding, hence great security on roads.

It also prevents the wheels from spinning as you start the car, saving your tires from being scuffed and "burned."

99 Per Cent Excellent

No other tires can ever be as uniform as Miller until the men who build them are as uniform as Miller Tire builders. For tires contain much hand-work—Cord tires most of all.

This is why we developed the body of Cord Tire Champions. Each man is a specialist of 10 years, training or more. Their average efficiency is 96 per cent, and 99 out of 100 tires they build outrun standard guarantees. Under like conditions, Miller Tires—Cord-type or fabric—wear the same.

This year, our output must be limited. Only about one man in 25 can make good here. So speak to the authorized dealer for your supply now.

THE MILLER RUBBER CO., Akron, O.

Makers of Miller Red and Gray Inner Tubes, the Team-Mates of Uniform Tires.

Miller Tire Accessories are the life-savers of old tires and the "first aid" to injured ones.

Distributors, Dealers and others desiring a profitable tire agency with an assured future should write for attractive proposition. A few exceptional territories to be awarded soon.



Motor Department

Conducted by H. W. SLAUSON, M. E.



This truck was sent on a "hurry call" to obtain a load of acetylene tanks used for welding and riveting jobs in connection with the construction of some of our Government ships. The truck performed its share of the work well, but did not receive the cooperation of the road, which gave way at the side when the truck was forced to turn out to pass another vehicle. The truck with its precious load was stalled for a full day, while many of the welders and riveters were kept idle during this delay which, in these days of splendid road-building efficiency, seems almost criminal.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

Making the Weak Link Stronger

AS a chain is no stronger than its weakest link, so truck performance can be no better than the driver's interest and ability. The best engine, the best tires, the best rear axle and, in fact, the best construction and design throughout, are useless if a driver abuses or fails to care properly for the vehicle placed in his charge. It is this one condition which stands in the way of the immediate adoption by many truck manufacturers of a system of guarantee based on the cost per ton mile for individual installations which have been thoroughly investigated. "You cannot," they say, "make two trucks, bearing the same name plate and operating under the same conditions of load, road and distance, give the same results as long as human nature, as represented in the ability and interest of the drivers, is so different."

The standard system of truck cost-keeping offered to our readers in the May 11th and June 8th issues of LESLIE'S WEEKLY cannot be expected to equalize differences in results caused by such conditions. A carefully kept record of two or more trucks, on the other hand, will serve to emphasize this difference due to the human factor as represented by the driver, and will serve to impress the owner with the necessity of choosing his drivers carefully and training them properly.

A few years ago motor truck owners busily discussed the type of man who made the best truck driver. Should he be a former horse driver or a mechanic fresh

from the factory in which the truck in question was built? Opinions differed as much as the character of the drivers themselves, and it is probable that a goodly proportion of the public will believe that the average truck owner has decided upon the race track as being the training ground for the best type of individual in whose hands to place the destiny of his truck.

But nowadays the truck owner cannot pick and choose as he could formerly. He must take the material available, whether it be mechanic, horseman or racer, and make the drivers on whom will depend the success or failure of a truck installation.

Psychologists will tell us that the best way to induce the average man to work well is to make him feel that he is a part of the business—that every effort which he makes for the advancement of the business tends directly to benefit himself. Such a system might not prove practical in every truck installation, but when accurately-kept records point out and emphasize the difference between the results obtained by the careful and the careless drivers, it should not be difficult to arrange some method whereby the former may be rewarded and the latter penalized.

In the Army each driver and his assistant are responsible for the mechanical condition of the truck of which they have charge. Abuse and careless handling will show as surely in the best-designed truck as in the finest-bred race horse, and this method whereby we can fix responsibility is a basic



A sample of the "road" over which some of our Government trucks have been forced to travel during the past spring. Sections of highway like this often connect two stretches of perfect road and the unrepaid link will render the other sections well-nigh useless. If the truck is to solve our railroad congestion problem truck builders should receive the support of national, city and county legislative bodies which are responsible for such road conditions. America needs one hundred per cent. good roads.



"He didn't forget to protect us"

John was one of America's thousands who rushed to the colors—but not until he had fulfilled a duty to his home and his family.

He bought an Iver Johnson Revolver because it is as simple as it is safe. It is safe in the hands of a woman. It cannot be accidentally discharged—you can "Hammer the Hammer."

It's reassuring to him to know that his home is guarded by a safe, silent sentinel that burglars fear. Today give your home the complete protection of an Iver Johnson Revolver.

Three Iver Johnson Booklets Free

Indicate which books you want: A—"Firearms," B—"Bicycles," C—"Motorcycles."

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99 Chambers St., New York
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Replace the link. Renew the fuse.

ECONOMY

renewable FUSES
cut annual fuse
maintenance costs 80%

ECONOMY FUSE & MFG. CO.
Chicago and Ontario Sts. CHICAGO, U.S.A.
Also Made in Canada at Montreal

consideration of all efficient truck installations. Therefore it behooves each driver to be given his own truck so that he alone may be made responsible for its condition at the end of each day, week or month and for the amount of repairs which it requires. Whether each driver is an expert repair man charged with making his minor replacements and adjustments, or whether this work is reserved for an expert and each driver is forbidden so much as to carry a pair of pliers with which he can change the carburetor-setting, matters not, provided all drivers are placed on the same basis. The cost sheet at the end of each month will tell the story, and on these results may



With such highway conditions as these, Government work and private enterprises need not be held up through freight congestion or other delays in shipment necessities.

be based a system of rewards or deductions from pay which will go far toward establishing, not only a sense of friendly competition among the drivers, but a feeling of direct return in the form of dollars and cents for every additional precaution taken which will help reduce the operating and repairing costs.

Such a system must, of course, be varied to meet individual conditions. The owner who uses several different makes of trucks cannot well afford to compare the merits of each driver solely on the compilation of his daily record sheets and his monthly expenses. Even though these trucks of various makes are equally efficient, one type might be totally unsuited to the particular work or route on which it is placed and a change in conditions might result in a marked reduction of operating costs. This, however, can only be determined by experimenting and by changing drivers in order to obtain a definite "factor of efficiency" which might eventually be applied to that particular truck and used to place all drivers on an equal basis.

Whatever system of rewards or penalties might be provided for drivers it is necessary that the system of records be standardized and kept accurately. The National Standardized Truck Costkeeping System which the Motor Department has advocated for several issues has been found to be the most practical and as simple as any which tabulates all of the necessary information. For use in connection with this costkeeping system is a driver's daily record card on which mileages are recorded as the difference between odometer readings at the beginning and the end of the trip. In order that there shall be no opportunity for falsification, it is necessary that the odometer be attached in such a manner that the driver himself can make no readjustment, and the inspector can confirm the recorded mileage at the beginning and end of each trip for the day's work.

Progressive truck manufacturers have long realized the problem presented by the driver. It is oftentimes the driver who is responsible for overloading, overspeeding, lack of oil and careless manipulation which result in undue wear on clutch, gear, brake linings, tires and the like. Because the evils of overloading do not assert themselves immediately, the first six or eight weeks' record may show a daily cost efficiency in favor of the driver who persistently carries loads greater than that at which the truck is rated. For this reason

Continued on page 878

Gives
Better
Light
at Night!



\$3.50
a Pair
Any Size

Is your car near-sighted?

—or is it far-sighted? You can see directly in front of your car at night, or only far ahead. You cannot do both—unless your car is equipped with Dillon Multi-Vision Lens. That is what the Dillon is guaranteed to do. Make your car near-sighted and far-sighted.

Your headlights need the Dillon Lens for better driving light just as you need eyeglasses if your optician tells you that you are near or far-sighted.

The Dillon gives, for the driver, clear glareless light in front of the car as well as illuminating the road far ahead.

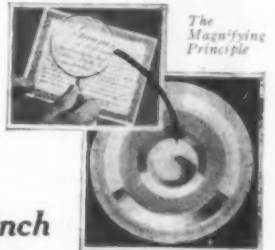


1. The square path of light

The clear portion of beveled glass at the bottom of the lens directs the reflected rays down in front of the car and on both sides creating a path of light nearly square. This is intensified by the concentrated light thrown farther to the sides from the clear beveled glass above the bull's-eye making unnecessary the use of spot-lights for reading signs, house numbers, street names, etc.

2. The magnifying bull's-eye

Just as the magnifying glass makes the reading matter larger (as in the illustration of the Dillon guarantee) so the bull's-eye in the Dillon Multi-Vision Lens actually magnifies the bulb, directing the light in a bright, diffused, glareless stream far ahead.



3. No 42-inch limitations

With the Dillon Multi-Vision Lens it is not necessary to have the light below the 42-inch level to keep "within the law" because there are no direct beams. Thus there are no height limitations (characteristic of the average lens) and you can see above, on both sides, and ahead a great distance. Signposts, crossroads, railway crossing signs (put there as a warning), etc.

Sold on a money-back guarantee \$3.50 a pair, all sizes

Your dealer should have these in stock, if not don't wait. Send \$3.50 and your dealer's name. We will deliver them prepaid. Then take ten safe, pleasant night rides. If not satisfied your money will be refunded without question.

Good proposition open for dealers in every town

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Independent Electric Co., Regina, Sask., Distributors for Western Canada

DILLON

MULTI VISION LENS

Cool, Free, Easy

No chafing, no binding, no annoyance. Combines the best comfort features of two-piece and union suits, without the disadvantages of either. The fullness or natural blouse, confined above the belt by the snug waistband, gives freely with every bodily movement, without the slightest strain anywhere.

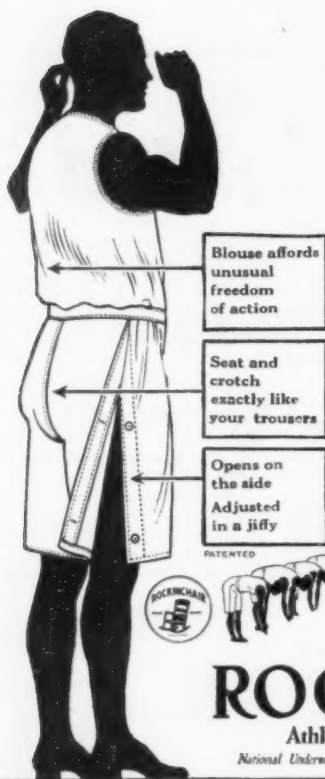
The seat and crotch are made exactly like your trousers—absolutely closed. No back split to open, bunch up and annoy. No drop-seat to sag open. No button in the crotch to pinch or come off. The two buttons down the side of one leg are visible to the eye, easy to adjust. As they bear no strain, they won't come off. This side opening allows a broad sweep clearly across the back.

Rockinchair is designed like your clothes—to fit perfectly. A model to fit every figure, Regular, Tall Slim and Short Stout. And to suit every purse.

It is surely worth trying. If your dealer hasn't it, write us.

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Norwalk, Conn.

NEW YORK: 846 Broadway
CHICAGO: 424 S. Wells Street
SAN FRANCISCO: 122-132 Battery St.



Blouse affords unusual freedom of action

Seat and crotch exactly like your trousers

Opens on the side Adjusted in a jiffy

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Athletic Underwear for Men & Boys

National Underwear Standards "Rockinchair" for Warm Weather, "DuoFold" for Cold Weather

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I won World's First Prize for best course in Penmanship. Under my guidance you can become an expert penman. Am placing many of my students as instructors in commercial colleges at high salaries. If you wish to become a better penman, write me. I will send you FREE one of my Favorite Pens and a copy of the Ransomeian Journal. Write today. C. W. Ransom, 387 Essex Bldg., Kansas City, Mo.



MIX PATRIOTISM WITH MOTORING PLEASURE

Every gallon of gas you waste would buy a Thrift Stamp

Equip your car with a New Stromberg Carburetor. Stop burning up "Thrift Stamp Money." Save gas for "fighting" machines. Save money for patriotic purposes.

Free descriptive matter. State name, model and year of your car.

Stromberg Motor Devices Co.
64 East 25th St. Dept 611 Chicago, Ill.

New STROMBERG Does it!
CARBURETOR

Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

Astor	Rock-a-Bye Baby "Baby-Mine" to music
Acolian Hall	Concerts
Booth	Seventeen
Broadhurst	Maytime
Carnegie Hall	Concerts
Casino	Fancy Free
Cohan	The Kiss Burglar
Cohan & Harris	A Tailor-Made Man
Maxine Elliott	Eyes of Youth
Eltinge	Business Before Pleasure
Globe	Hitchy Koo
Liberty	Going Up
Lyceum	Tiger Rose
Princess	Oh, Lady, Lady
48th St.	The Man Who Stayed at Home

RATHER	MORE SOPHISTICATED
Century Grove	Midnight-Revue
Cort	Flo-Flo
New Amsterdam	Follies of 1918
New Amsterdam	Midnight Frolic
Roof	Parlor, Bedroom and Bath
Republic	Sinbad
Winter Garden	

Motor Department

Continued from page 877

a bonus plan based on cost per ton mile records should cover a period of at least a year, when the necessity for the renewal of tires and other injured parts will offset the apparently low hauling costs of the truck which is constantly overloaded. It is possible that all rewards and penalties could be based on upkeep expense and could consider only gasoline mileage, oil consumption and, most important of all, the necessity for replacement of tires, renewal of broken parts and all other repair and maintenance expenses.

In these days when efficiency counts for more than ever before, the truck owner realizing the importance of the driver and his attitude toward obtaining the best possible results from his truck will find that efficiency lies, not so much in the designing room and workshop of the truck manufacturer, as in his own "household"; but it is only through the use of a standardized costkeeping system that such important factors as the driver and the care which he bestows upon the truck placed in his charge can be weighed and the proper value attached to it.

Deterioration of Spare Tire

K. G. B.: "I have been told by someone that the spare tire of a car deteriorates more quickly than one which is in constant use on either the front or the rear wheels. Is there any truth in this statement? I do not readily see how this can be possible, inasmuch as tires which are in use receive much more severe wear and punishment than those which are idle."

The reason lies in the exposure of the spare tires to moisture and heat. The tires attached to the wheels are subjected to much the same condition, but use of the tires tends to keep the rubber pliable and to dry them out. A tire which is not flexed or used in any way, however, lacks pliability and when exposed to rain and sun soon shows deterioration.

COUPON

H. W. SLAUSON, M.E.,
MOTOR DEPARTMENT, Leslie's Weekly,
New York City.

Enclosed is twenty-five cents (in stamps) for which please send me a copy of the National Standard Truck Cost System on which I may keep a record of the truck operating costs of my _____ truck of _____ tons capacity for a year. I operate _____ trucks of the following makes _____ and am in the _____ business.

Yours very truly,

Name _____

Address _____

GREAT BEAR SPRING WATER
"Its Purity Has Made It Famous"—Ada.

DURAND Steel Lockers



WE make only one quality of steel lockers, steel bins, etc., using steel rolled for the purpose and employing the most skillful labor.

Durand Steel Lockers are therefore a permanent investment—they are practically indestructible and give a lifetime of service.

Write today for catalog, telling us whether you are interested in steel lockers, steel racks, bins, counters, or general factory equipment.

DURAND STEEL LOCKER CO.

1570 Ft. Dearborn Bldg.
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You can be quickly relieved, if you STAMMER

Send 10 cents coin or stamps for 70 page book on Stammering and Stuttering. "Its Cause and Cure." It tells how I relieved myself of stammering and stuttering 20 years.

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Resort of many discriminating Americans. Outdoor Life—Golf, Tennis, Motoring Roads, Pony Riding on Mountain Trails, Hiking, Climbing, Open Air Sulphur Pools. The Big Hotel with its Ballroom and Orchestra, Splendid Cuisine and Service combine to give Banff its tone. Moderate Rates

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Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.

Some Dividends on Truth

THE Democratic Administration has shown an attitude of unmistakable resentment toward members of that party in the United States Senate who have dared to speak the truth about the conduct of the war. Senator Chamberlain has been singled out for special displays of displeasure, but several of his colleagues, notably Hitchcock and Reed, have sensed a hostile atmosphere at the White House. It required genuine courage on the part of these Democratic leaders in the upper house to voice frank and vigorous criticisms of the Government, when even a majority of the Republicans, through motives of pure patriotism, held their peace. It was the highest form of patriotism, however, that induced majority members of the Senate Committee on Military Affairs to open fire on the War Department. And it must be exceedingly gratifying to them to know that their fearless voicing of the truth is now showing dividends. Under the direction of Charles M. Schwab, the production of ships is going at top speed. While Charles Evans Hughes, former Republican candidate for the presidency, is conducting a searching investigation of last year's aircraft blunders, John D. Ryan, a real executive, is rapidly bringing order out of aerial chaos. Edward R. Stettinius, Republican Assistant Secretary of War, is the active head of the unnamed Department of Munitions. These are just a few of the reforms that have resulted from utterances of the truth by Democratic senators. Even the closest friends of the Administration must now admit that the senatorial "rebels" did their party, as well as their country, a real service.

A Stop-Watch on Congress

When the Senate reached a final consideration of the naval appropriation bill, the familiar amendment to prohibit the utilization of stop-watches or other time-measuring devices upon labor employed by the Government was brought into the spot-light. It was adopted by a vote of 37 to 22. The argument in its favor was that "labor is doing its patriotic duty in the war and would do it without 'tab' being kept on the workers." The United States Senate was anxious to show, of course, that it sympathized keenly with labor's sensitive distaste for any form of observation that might be interpreted as an admission of the possibility that any workman would fail to perform his full duty in a government shop. It is evident, however, that the United States Senate is not sensitive when the stop-watch is held on that house of Congress. The successful amendment is merely a detail of the close "tab" that labor keeps on Congress. Since the declaration of war the House and Senate have uttered sullen mutterings about the lash held by labor over the legislative branch of the Government, but the keenest resentment has been confined to mumbled threats. A practice that labor refuses to permit is quite all right, however, when labor applies it to Congress.

Six Million Dollars a Minute

The United States Senate, after a debate that lasted exactly four hours and thirty-five minutes, passed without a roll call the record naval appropriation bill carrying a total sum of \$1,620,000,000. This authorization of an expenditure of the nation's money was voted at the rate of six million dollars a minute. In less time than is required to travel from Washington to New York, the upper house of Congress turned over to the American navy for twelve months' expenses a far

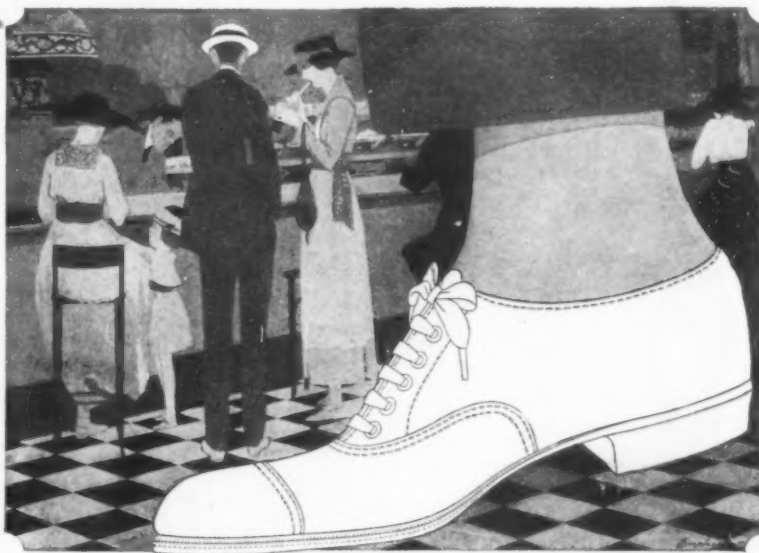
greater sum than the entire appropriations required for the support of the American Government during a similar period of time before the United States declared war against Germany. And yet, these stupendous figures fade into insignificance when compared with the total appropriations for which Congress is now being called upon. The revised army bill carries a total of approximately twelve billion dollars for the year. It is estimated that the Government's expenses during the fiscal year beginning July 1 will reach more than \$23,000,000,000, or almost as much as the total sum spent by the American Government between the close of the Civil War and the declaration of war against Germany. The United States is now spending money at the rate of about \$200 per capita of population a year. Notwithstanding these amazing figures, this country has not yet scratched the surface of its resources. The real strain will begin to be felt during the third year of America's participation in the world war. But we must beat the Hun at any sacrifice!

A Tribute to Mr. Hughes

Echoes of the appointment of Charles Evans Hughes as head of the aircraft investigation furnish proof that full realization of the magnitude of the present war has altered thought processes in the United States. Democratic newspapers that reviled Hughes when he was the Republican nominee for the presidency, now hail him as the most independent and conscientious investigator in the United States. And it is significant that Democratic members of the Senate Military Affairs Committee promptly halted their plan to conduct an independent investigation when they heard that the former leader of the Republican party had passed his word to make a full report of all discoveries. The two facts present an eloquent tribute to a man whose reputation for probity is unsurpassed and who sacrificed his present big income from the practice of law without a moment's hesitation when his successful opponent in the last presidential election appealed to his patriotism.

The Press in a Villain Role

Majority leader Claude Kitchin committed a political blunder when he advanced the ridiculous theory that American newspapers entered into a conspiracy to force immediate consideration of a new revenue measure as a means of obtaining a repeal of the zone system postal regulation. President Wilson made his stand on the revenue question because he, as intelligent newspaper publishers have, has observed and properly appreciated the lamentable results of the unscientific, hurried, makeshift tax-law that was jammed through the last session of Congress. Mr. Wilson and Secretary McAdoo knew only too well what they might expect if financial legislation was left to the dying days of the last session of the Sixty-fifth Congress. President Wilson is counting on Republican assistance to insure a more intelligent revenue bill this summer than the law now in effect. He knows that the better element in Democratic congressional ranks, realizing that an account of their stewardship will be demanded at the fall elections, will be less likely to pass a sectional and selfish tax-law this summer than they might if the sting of defeat and an accompanying sense of irresponsibility tempted them to take a final fling next December at the big business interests which, under the fairest legislation, must bear the giant's share of the financial burden of the war. President Wilson did not need newspaper comment to inspire the step he took for the good of the nation.



Keds for Comfort This Summer

Whatever the job, the work, the play, with Keds on your feet it will go easier.

Men wear Keds to the office and in the fields; women in Keds go about household duties with greater zest; children revel in their soft, silent "bare-foot" appeal.

Keds have light, fine-grade canvas uppers and springy rubber soles that add a new joy to walking.

Town-dwellers and country folk alike favor Keds. There are styles to suit all fancies and prices to fit every purse.

Put yourself and your family in Keds this summer. You'll be delighted with these stylish, pleasure-giving shoes. Any one of 50,000 dealers can supply you with Keds. Ask for them by name. Look for the word "Keds" stamped on the sole.

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Keds
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Sizes for boys and girls cost less



United States Rubber Company
New York



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WHEN a woman once buys Blue-jay, her corn troubles end for good.

She will try one on a corn. The pain will stop instantly. The corn will soon disappear.

She will know then that corns are needless. And every corn thereafter will be ended before it fairly starts.

Never again will she pare corns, and never use harsh treatments. She will never wear corn pads. Nor ever again will she let a corn spoil one joyful hour.

Blue-jay is keeping millions of women entirely free from corns. The way is simple, easy, sure, modern and scientific.

It will keep you free if you let it. Prove this on one corn tonight. You will laugh at a corn after that.

Large Package 25c at Druggists
Small package discontinued

Blue-jay For Corns

**Stops Pain Instantly
Ends Corns Completely**

BAUER & BLACK Makers of Surgical Dressings, etc. Chicago, New York, Toronto

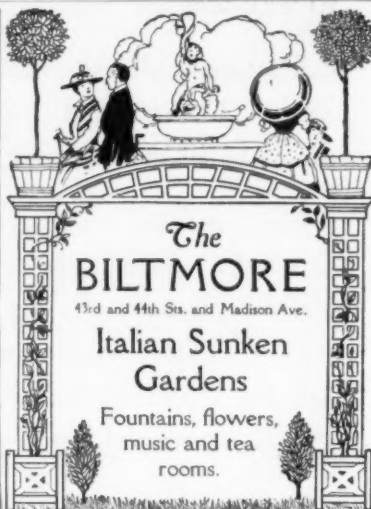
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If you believe that it is more important to know why one man succeeds, fail rather than why one man succeeds, read this book. The Letters are written in epigrammatic style with a touch of irresistible humor, and they impart a system of quaint philosophy that will appeal to everyone regardless of age, sex or station. Price \$1.00.

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Russia's Salvation Vital to Peace

By CHARLTON BATES STRAYER

ALL eyes are upon the western front where the Allied forces have thrice balked a great German drive, but Russia, not Belgium or France, is the land upon which the future peace of the world depends. It is reasonably certain that the Hun will be held upon the blood-stained fields of Flanders and France, and finally, with complete American aid, will be driven back over the Rhine, but the vital question is, "What is being done to check Germany's selfish program in Russia? Germany would like nothing better than to keep all attention riveted upon the battle-line in France, while with superlative skill she carries out her diabolical plans for the complete subjugation of Russia.

A great deal has been said about Germany's inability to appreciate the psychology of other peoples, but it is only fair to say that up to date she is ahead of the game both in a military and diplomatic sense. Her diplomacy is not the kind an honest or self-respecting nation could emulate, but it has gotten her results. German propaganda was world-wide before the war. There is no nation in which she has not for years had clever spies. The war only made them everywhere infinitely more active. Ethics has no place in the German theory of the state, and German diplomats have played their game with equal unscrupulousness and adroitness. The question of our entrance into the war was not one of diplomacy, good or bad, but it was diplomacy that swung first Turkey and then Bulgaria, upon the side of the Teutonic Powers, and which finally put Russia out of the war. For the first seven months of 1917, German agents in Russia worked assiduously and unopposed until they secured a separate peace on their own terms. With Russia out of the fighting, Germany then turned her full strength against the numerically weaker Allies on the western front and threatened their security as it had not been threatened since the battle of the Marne, in 1914. At the same time she has been pursuing with relentless vigor her "peaceful penetration" of Russia, while America and the Allies have made the amazing blunder of turning their backs upon Russia, leaving her to her fate. Almost at the eleventh hour, the Allies achieved military unity. If diplomatic disasters are to be averted, they must achieve diplomatic unity, too. In their relation to Russia the Allies have simply drifted, both lacking a policy and apparently making no serious efforts to find one. The London Times, which says correctly that the greatest question in the world is whether Russia is to be abandoned or saved, declares that this is not something which we have years to decide, but is "a matter of months if not of weeks."

How Help Russia?

England and France doubtless felt a degree of resentment toward Russia for dropping out of the war that America has not felt, but it is only just to these powers to say they have not stood in the way of a unified Allied policy toward Russia. Unfortunately that distinction belongs to the United States. The London Daily Chronicle, which sees signs of intervention sentiment growing, says, "What has hitherto stood in the way has been the aversion felt in some Allied quarters, and particularly in the United States, toward any intervention of a military character." By holding up intervention in any form we have given Germany a free hand in tightening her grip upon helpless Russia. If President Wilson meant what he said when he declared recently he would "stand by Russia as by France," it should crystallize into a definite policy at once. Caspar Whitney, Paris correspondent of the New York Tribune, says that America

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labors under three delusions concerning Russia: First, that Russia is still a nation; second, that a spiritual uprising against Germany is likely; third, that there is a hatred of Germany among the better class of Russians. Mr. Whitney says the country is "soaking in German prestige," and the better class are inclined to look upon Germany as the only power strong enough to bring order out of the present anarchy and save the country from ruin. Of course the Bolsheviks do not want the Allies to intervene, but while a foolish fear that we may hurt the feelings of the Bolsheviks causes us to stand off, these misrepresentatives of the Russian people continue, with the co-operation of the Kaiser's agents, to bring the nation to ruin. The Bolsheviks are a type of international socialists who would wreck every government as they have wrecked that of Russia.

Economic and military expeditions of Japan and the Allies would save Siberia from the grasp of Germany and afford the background for rallying all the intelligent and patriotic elements of the Russian population against Teutonic tyranny. The second problem of the Allies is to get Russia back into the fighting. There is no doubt that we can beat Germany on the western front, but if the Kaiser is to be permitted to exploit Russia to the limit, it may take years. When Russia dropped out the Allies lost 8,000,000 men, a loss which America must make up. Let us face the fact that a long war is ahead of us and that we must send our soldiers across till the weight of man power will give us the victory. That victory will come with less sacrifice of American life and the more quickly, too, if Russia can be brought back into the war.

Germany's active preparations for a world war began with her easy conquest of France in 1870 and the birth of the

German Empire. The plan to hinge the present conflict upon the assassination of the Austrian Archduke was settled upon at the famous Potsdam conference, July 5, 1914. It is hard to imagine anything more cold-blooded than the Kaiser's asking each representative of army, navy, diplomatic service, of industry and finance, if he was ready for war, and then the two weeks granted the German bankers to sell their foreign securities before the order was issued that would bathe the earth with blood. Herr August Thyssen, Germany's greatest steel manufacturer, tells a story, published by the *Manufacturers Record* of Baltimore, which puts the Kaiser's plans for war in an even more diabolical and mercenary light.

Herr Thyssen tells of numbers of meetings from 1912 to 1914, in which every trade industry was appealed to, in which the Kaiser promised great financial profits to those who would uphold him in a war upon which he desired to enter for controlling world trade. Herr Thyssen was promised 30,000 acres of land in Australia and a loan from the Deutsche Bank of \$750,000 at 3% to develop it. Promises of a similar kind were made to at least 80 other persons at special interviews with the Chancellor. India and Canada were to be conquered and these lands figured in the gifts to be made to Germany's business men for advancing money with which to make war. All would have been well if the Kaiser had not made a bad miss as to the duration of the war. Victory was promised by December, 1915, by which time his promises were to be redeemed. Instead of this the Chancellor in December, 1916, began to interview the same business men to secure more money to carry on the war. Thyssen, who was asked to guarantee a subscription of \$1,000,000, refused. In a short while the Government had taken over his business at a price that was confiscatory.

Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.



This class of children in Vassar Hall School, Elizabeth, N. J., is evidently finding LESLIE'S interesting reading. The classroom shows that their teacher, Mr. Garrison, appreciates the value of pictures as an educational medium.

Are You Going to Let the Hun Have It? Map, p. 863. How many reasons for holding Russia does this map suggest? What is the most important of the resources shown here? Note just where each of these products is to be found. Compare the amount of each of these commodities produced by Russia with that produced elsewhere. How great is the need just now for each of these? among the Central Powers? among the Allies? Look up again the terms of the treaties signed between Russia and Rumania and the Central Powers. What explanation of their terms is suggested by the map. Compare this map with the map in the issue of March 23 ("Fable of the Faggots") and note whether Russia has fallen apart along economic lines, e. g. to form a "wool" state, a "petroleum" state, etc. How easy would it be to place these products in the hands of those who need them? Locate on the map all the cities which would be the natural points from which to distribute this agricultural and mineral

wealth. What do you know of the people who occupy these regions?

Venice in the Shadows of Hell, p. 861. Locate Venice. Why is Venice's position especially dangerous? How is it protected by nature? by man? Note just where the line is being held in this region. How near is Fiume harbor to Venice? What recent exploits of the Italian navy are referred to? What do these pictures show is the attitude of the people in the face of danger? How is St. Mark connected with the city? In what circumstances was the city founded? Why should a celebration of this sort arouse special enthusiasm at this time? Note the size of the machine in comparison with the men in the lower picture. How much larger, if any, is this than the aircraft used by the other nations in the war? How big a problem is it to protect the Italian coast? How large a navy has Italy for the purpose?

Continued on page 882



A Lively Interest

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One war relief committee reports, of all the things sent out in their Comfort Bags or "Kits," Allen's Foot-Ease received the most praise from the soldiers and men of the navy. It is used by American, French and British troops, because it takes the friction from the shoe and freshens the feet. There is no foot comforter equal to Allen's Foot-Ease, the antiseptic, healing powder to be shaken into the shoes and sprinkled in the foot-bath, the standard remedy for over 25 years for hot, tired, aching, perspiring, smarting, swollen, tender feet, corns, bunions, blisters or callouses.

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"Destroying Our Loyal Press"

BY BURGESS JOHNSON

When the government seeks money to enable it to carry on the war, it does not take funds away from the Navy in order to clothe the Army; it does not deprive itself of the strength of one fighting arm in order to reinforce another—unless it is in the direst of straits.

When the government raises funds by taxation, it must be careful not to tax out of existence any institution which is an actual strengthening force in time of war. This seems obvious enough. Its heaviest taxes should fall upon such commodities as alcoholic liquor, because the manufacture and sale of this is not only unessential to national prosperity, but it may be an actual injury to the nation's strength.

But what process of reasoning is followed when the government threatens to tax out of existence periodical publications, regardless of their character? They are the strongest means in existence for holding the people of this nation together, stimulating their energies, announcing their common purposes and ideals, encouraging them in time of national crisis, clarifying their vision in time of perplexity.

Many people do not realize the extent to which this war is being fought with the pen. German guns failed to break down the Russian front and the Italian front; then came the German pens, which wrought to such effect that those two powerful front lines melted away.

We must have a loyal, forceful, intelligent press at work in this country. No other force can combat the insidious propaganda of our various foes. That press must be strong enough to retain the shrewdest and ablest of our writers, and direct their efforts, in cooperating with the government.

That form of taxation which drives loyal periodicals out of existence is foolish legislation. It is weakening one necessary resource of the government in order to strengthen another.

Our legislators have little idea of the extent of the injury wrought by this particular form of money raising. It strikes, in an unexpected quarter, at the essential official documents of our colleges and universities, that is, their Catalogues and "Courses of Study," which are issued as second class matter. They cannot be discontinued. The increase of their cost drains the slender resources of our educational institutions, already hard hit by the increased costs of war-time. Everyone feels that whatever else is stopped by war, our educational machinery must keep running with unimpaired efficiency.

Tax luxuries as you will, and excess profits, and tax through the Post Office our private correspondence, but do not strike at the loyal press of the country, and do not increase the costs of maintenance in our American colleges.

Repeal this postal "zone" law, write your Congressmen at once and demand its repeal.

Vassar College, Jan. 2, 1918.

The Truth About the Hun

Continued from page 867

The hardening and brutalizing influence of Prussian militarism instituted by old King William, father of Frederick the Great, to which has been added by the present Kaiser, at the instance of his Hun advisers, the policy of unrestricted frightfulness after the true method of Attila, who called himself the scourge of God, and boasted that the grass never grew again where his horse's feet had trod; the horrible atrocities that have been perpetrated upon the people of Belgium, France and Serbia; the atrocious piracy of the U-boats and the atrocious bombardment of London and Paris by German aircraft, and the recent bombardment of Paris by the German 75-mile guns, are all part and parcel of and in harmonious accord with a carefully calculated campaign of frightfulness.

Readers' Guide and Study Outline

Continued from page 881

Cameras that Do not Lie, p. 857. Doing Their Bit in France, p. 862. Where are the great centers of interest today? To what extent are they covered by these photographers and correspondents? Which is likely to secure the most interesting pictures and why? Select a series of pictures by one of these, e. g. by Mr. Kirtland, and note how complete a record they form of the events during the period of time covered. Note some of the official photographs published by the different countries at war and the conditions under which these were probably taken. (For example, see issue of June 15, p. 832.) Donald Thompson's own book *Donald Thompson in Russia* (Century) contains many a fascinating story of how he secured some of his pictures and much of his information during the Revolution.

Working with the Ambulances, p. 864. What are some of the dangers and difficulties pictured here in connection with ambulance service? Describe the country over which these ambulance drivers travel. How efficient is this service? How long a time elapses between the time a man is wounded at the front and his reception at a base hospital or his transfer to England? Read in this connection, Howe, De Wolfe, Editors, *Harvard Volunteers in Europe* (Harvard Press), Manion, *Surgeon in Arms* (Appleton.) Coningsby Dawson in his *Glory of the Trenches* (John Lane) describes the experiences of a wounded man as he is transferred back of the lines and then over to England.

Behind the Hun Lines in the Big Drive, p. 866. Look up Ham and St. Quentin and note their location in connection with the drive. Were they really important points? Why? What do these pictures indicate as to the number of men employed? Note their equipment. Compare the amount carried with the equipment carried in the Allied ranks. From how great a distance have these men probably come? Why? An interesting comparison would be to place these pictures besides those in the issue of June 1 (pp. 755, 757).

Metropolitan Shipyards Hustle, p. 860. Describe the ship in the upper picture. For what special purposes does it seem to be designed? What methods are used in this case to get quick results? Can greater speed be attained in the building of these ships or the wooden vessels pictured in the issue of June 1? Why? How successfully is the ship-building program being met? Keep a record of the launchings mentioned in the daily papers. What is the program of the U. S. Shipping Board?

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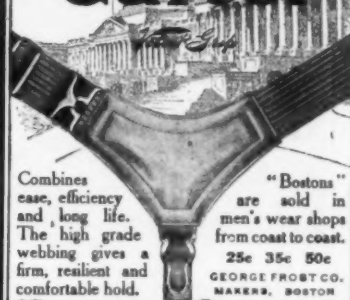
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"Are We Downhearted—No!"

PRIVATE FRANK PROUDFOOT JARVIS, First Canadian Mounted Rifles, formerly of Balgonie, Saskatchewan, for three years in the thick of the fray in France, still carries on with his sense of humor unshellshocked. The following letter and verses were recently received by his brother, Paul Jarvis of New York.

SOMEWHERE IN MUD,
17th of Ireland.

DEAR OLD TOP:

I had expected to be in gay (?) Parée on furlough, at this time, swinging down the Boys de Belogne with girls de Belogne on each arm, but this is postponed till April. The papers say that Von Hindy has ordered dinner for himself and the Clown Prince on April Fools' day and, if we meet, there will be a sound of devilry by night and a Waterloo that will cause the princelet to wireless his dad:

Of all sad words of tongue
or pen,
The saddest are these,
we're "soaked" again.

However that may be, here I am sitting in a shed, with a sheepskin over my shoulders, looking like a lady—but not smelling like one. Fritz is acting rather nasty, sending us his R. S. V. P.'s by the air line, and we reply P. D. Q. and the "wake" is a howling success as the big bulls and the little terriers "barcarolle." And speaking of wakes, I was awake myself the other night in my hut and the Gothas were whirring overhead and Fritz pulling the string every now and then. It was pitch dark and a big Bertha had just shaken all creation, when I overheard two "blimeys" fanning buckwheat with their shirt-tails while they hunted a shell hole. "Where are yer, Bill?" asked one. "I'm 'ere," says Bill. "Where's 'ere?" says his pal. "Ow the blinkin' 'ell do I know where 'ere is?" says Bill. Just then Fritz put one alongside of my hut and snuffed out all the candles, but thanks to the good old soft mud—and how we have cussed that mud—I am writing to you, old top, tonight. I expect to be on the hike again in a day or so, I know not where and I do not care. All places look alike to this old kid. They can set me down in a field of mud and inside of forty-eight hours I have got a home fit for a prince, or a ground hog—sometimes I am living several feet under ground and other times I am living in a tent, a hut, a stable, barn, shed, and when in luck, in some deserted chateau.



Private Frank Proudfoot Jarvis

Be that as it may, I was lying on my back, last night, looking up through a crack in the roof at a twinkling star. I got to cogitating about a lot of things and for the first time in my life I found rhymes running through what I am pleased to call my mind. So, I lighted my dip and jotted down the enclosed doggerel. They say it is a bad sign when a man starts to write poetry, but I don't for a moment think any one would call this by that name or that I shall even be acclaimed a *Backyard Kipling*. Besides, as I flourish under the sobriquet, "Bully Beef," owing to my major-general proportions, I am certainly no Longfellow. But here it is, such as it is:

Where Do I Sleep Next?

I've slept in cradles,
I've slept in arms,
I was a baby then—
Unconscious of war's
alarms.

I've slept on the prairie
Shooting the duck and
the goose,
I've slept in the bush
Hunting the elk and the
moose.

I've slept on steamboats
With my bed on the
deck,
And I've slept in church
With a kink in my neck.

I've slept in fields,
Under the stars,

And I've slept on trains
In old box cars.

I've slept in beds
Of purple and gold.
I've slept out in Flanders
In the mud and the cold.

I've slept in dug-outs
With the rat and the louse,
And I've slept in France
In a fairly good house.

I've slept in barns
On beds of straw,
I've slept in sheds
Wi nae bed at a'.

I've slept in billets
On floors of brick,
I've slept in yards
Alongside of a rick.

I've slept in most places
Where you can't get rest,
And I've slept with those little
Grey things in my vest.

I'm sleeping now
On a stretcher of wire,
And I pray my last sleep
Will be near a fire.

I'm tired of the wet,
The mud and the cold,
And I won't be sorry
When I sleep in the Fold.

"Taps," Bon swear,
As usual

HUMBLEHOOF.

An Easy Night on the Front

PRIVATE WALTER T. COLLINS, 165th U. S. Infantry, the old 69th of New York, writes a letter about an evening in No Man's Land that may be considered typical of the "offhand" attitude of the Yankee soldier toward the most dangerous kind of fighting.

"Down in a Dug-out"
The first of May.

I'm shooting you this note before your "next" has arrived. But—I owe you bunches of letters, don't I? Not so long since I had quite an exciting experience—you see I'm a "sniper" now. The other night five of us went on a patrol—we started out with the idea of ambushing a "boche sniper." But while we were in our own barbed wire, we ran into a German raiding party of two platoons. Of course, we didn't fire on them! Our lieutenant crept back into the village and

ordered a barrage—for two hours we who were left were caught in a terrific barrage, or rather, two, our own and the boche's. At the same time, the rain poured down on us. How we came through it alive I don't know. But believe me, I'll never let go of the two lucky pennies I had with me. Blanche sent them to me. That's all I had with me—besides my weapons. Well, when that was over, we crept back through our own wire (believe me, this wire is "hot stuff") where our own men gave us a real royal welcome—guns, rifles, everything was turned over to us. I've got three wonderful dents in my steel "derby" and my breeches just "ain't."

But we're still all here—and believe me, brother Ed, I'm going to get square with the boches for that night. This life is beginning to get mildly exciting! I'm a little surprised that that toffee hasn't come yet, but the welcome is waiting. **WALTER.**



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Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

TELLING the truth about Wall Street is what I have been trying to do for over a quarter of a century. Some of my readers occasionally write to tell me how time has vindicated my judgment. This always pleases me, for I have tried to give my readers honest judgment.

A letter from one of these in Boston received this week calls attention to the disclosures brought out during the trial of the indicted Emerson Motors Company in the U. S. District Court. He says that he was on the point of putting \$500 of his hard-earned money in the Emerson Motors scheme and would have done so and lost it all, but for the fact that he wrote me first and received a letter telling him why the purchase would be unwise, unprofitable, and probably a loss.

I wonder how many of my readers followed the trial of the Emerson Motors company and whether they noticed how an ex-U. S. Senator, a former Governor, and prominent business men were induced to act as "advisory directors" of the company which was little more than a stock-promoting scheme.

It was shown that one man whose name was very prominently used received \$7,000,000 worth of the company's shares "for plans, drawings and designs," and advisory directors received blocks of stock as gifts. The advertising manager of a conspicuous daily paper prepared the copy for the full-page advertisements which appeared in between sixty and one hundred papers at a cost of over \$26,000, accompanied by editorial or "reading matter" laudatory of the Emerson car, though this car was made up of a Ford chassis and a Metz motor, and was, therefore, not an Emerson car at all.

The Emerson advertisement was offered for publication in LESLIE'S, but the offer was declined, as all other offers of such kind should be declined by every respectable publication. What confidence can readers have in publications that sell their space to dealers in "gold bricks," in questionable securities, cure-alls and other devices of the money-grabbers?

My readers will bear me out in the statement that I told them the truth about the condition of the railroads when I said that they ought to spend \$1,000,000,000 a year for five successive years for necessary improvements, extensions and repairs and that they would do so if the Interstate Commerce Commission would only give them the necessary increase in rates to warrant the expenditure. The Interstate Commerce Commission in its fatuity allowed the railroads a pittance of what they asked for and said in effect, "If this does not save you from bankruptcy, inaugurate all the economies possible and then if you cannot get along, come to us and we will see what more we can do for you."

When the Government took over the railroads, the plan of the I. C. C. was instantly reversed. Director General McAdoo with one stroke of the pen increased the freight rates by twenty-five per cent. and Pullman and passenger rates by even a heavier percentage. When shippers complained, they were told that if these rates were found to be too generous, they would be cut.

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Get Your Stock Now! YOUR CHANCE—Mail Quick!
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A New Sure Way to Play the Oil Game

The "vigilance committee" of the Associated Advertising Clubs of the World uses this illustration of typical advertisements in certain newspapers. Jasper repeats the advice he has given for 27 years: Leave all gold-brick schemes alone; invest in sound securities, bought through only established and reliable investment houses.

Mr. McAdoo is realizing what it means to run the railroads of this country. The employees whose wages he has increased to the enormous extent of \$300,000,000 are complaining that the increase has not been properly made. Shippers are complaining that the increase of 25 per cent. in rates inflicts a hardship on those with a long haul out of all proportion to that borne by shippers in a similar line with a much shorter haul. This brings in the old question of "differentials" which perplexed the railroads for a long time. Mr. McAdoo is discovering that the handling of the railroads is not as easy as "rolling off a log," that it is a job beset with many difficult problems, though railroad managers were never given the credit they deserved for the genius of administration they exhibited.

Another truth my readers are learning from this column is that unless the public utilities of this country are treated more fairly by Public Service Commissions, they, like the railroads, will have to face the red flag. Mr. Joseph H. Choate, chairman of the committee appointed by the New York State Street and Interurban Electric Railways to seek increased revenues, shows that in 1917 only ten out of sixty-five of these roads were able to pay dividends and thirty-nine failed to earn their fixed charges.

Everybody knows what the increase in wages and the prices of coal and other material must have meant to the trolley lines and the electric and gas companies. Yet public service commissions, thinking more of currying public favor than of doing justice, begrudge these utilities the advance in rates necessary to their existence. Worst of all, our leaders in legislative halls, in their abject cowardice hesitate to demand fair play for capital as well as for labor.

I blame the security holders of our corporations for the apathy they have displayed. Mr. Nathan L. Amster, of Boston, the fighting representative of the stockholders of the Rock Island, has organized an Investors' Association and appointed a committee to secure a nation-wide membership, but he is having hard work to stir security holders to the dangers that confront them and to the necessity of taking united action. The power of organiza-

tion is the one power that they can most strongly and effectively wield.

We are all for the war and this is the time when we are all upholding as far as we can those who are administering public affairs, but we are paying, as the well-known banking house of Hambleton & Co., of Baltimore recently said in its interesting weekly circular letter, "a tremendous price for a lesson which should have been learned months—aye, years—ago by those who heretofore have sat in high places in Washington." "This lesson," it adds, "is that administrative functionaries should have learned by bitter experiences that the skilled executives trained to a named industry are far more competent to judge of the monetary requirements of a given situation than our abstract theorists."

Outside of the exigencies of war, the damper on the stock market is the attitude toward business of the leaders in Congress who are framing a new war revenue bill. Once more the Socialistic element appears to be demanding the conscription of capital. In Great Britain, war revenues are largely raised by conscripting even up to 80 per cent of the excess profits made by the big corporations, especially those engaged in the manufacture of war supplies. For some inscrutable reason, this method of conscripting wealth adopted by our allies doesn't seem to satisfy the Socialistic element at Washington.

I find the Federal Trade Commission denouncing the canners for making "huge war profits." In England, they would be encouraged to make these profits and then the Government would take its share to pay the war bill and thus lighten the load of everybody else. Of course large profits are being made under the stimulus of enormous war orders placed not only by our Government but also by others. These high prices are the concomitants of higher wages and shorter hours. The profits can easily be reached by the taxpayer as Mr. McAdoo points out.

Let me add one more prediction and that is unless the Socialistic attacks on business at Washington are stopped our big business concerns will be in the same shape as the railroads were until the Government took them over, and as our public utilities are today.

The foundation for a rise in the stock market outside of the two depressing factors—the war and the Socialistic attitude of our law-makers—is still favorable and will be unless there is a decided change in the now very hopeful crop forecast.

M., REO, WIS.: As Falls Motor stock is quoted in New York at \$4.25 bid, \$4.75 asked, it would be a good sale, but not a good buy, at \$6. It seems to be a long-pull proposition.

F., STROUDSBURG, PENNA.: Okmulgee Oil is a poor speculation with possibilities. A safer security from the investment standpoint would be the stock of any one of the well-established, dividend-paying oil companies.

F., DAYTON, OHIO: Among the good dividend-paying stocks netting about 7% on present price are Corn Products pfd.; Union Bag & Paper; Atchison; Beth. Steel. 8% pfd.; U. S. Steel pfd.; and Texas Company. Margin buying under such uncertain conditions as are bound to exist in wartime is not safe.

THE STEEL STOCKS

We have prepared an exhaustive table showing the relative position of the 16 leading steel companies.

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W. R., NEW ORLEANS: Southwestern Shipbuilding Co. first guaranteed serial 6's yield 7 per cent. The property mortgaged is stated to be appraised at twice the amount of the bond issue. Tax exempt in California, and interest paid without deduction for 4 per cent. Federal income tax.

W., GLADEWATER, TEXAS: Considerable profit is now being made by the Wright Martin Company on large Government orders. From the investment standpoint, the pfd. stock at about \$60 is a much safer buy than the common at about \$10, but the common has better speculative chances.

N., MONROVIA, CALIF.: Neither So. R'way common nor Butte & Superior is especially attractive at present. It would be better to buy a dividend payer. If B. & S. loses the suit against it, it will have to pay heavy damages. It is accumulating funds by non-payment of dividends.

K., PATERSON, N. J.: To buy the stock of a company not yet in operation is a gamble. Why risk your dollars in the untried Commercial Finance Corporation when you can purchase stocks of established dividend-paying companies. For instance, for \$130 you can obtain two shares of C. C. & St. L. preferred, paying \$5 a share.

W., NEW YORK: The Trans-Atlantic Shipyards Corporation is a legitimate enterprise, with reputable men at its head, and the business is abnormally profitable just now—far more so than it is expected to be after the war. The company has not as yet shown profit-making ability. There are better investments than its stock.

W., GLOVERSVILLE, N. Y.: While the Mascot Copper Company's property is said to be promising, its revenue cannot be very large, for the stock is quoted in New York at 40 cents bid and 55 cents asked. It would be foolish to pay \$5 a share for it. There is no investment quality in the shares of a mine which earns no dividends.

F., WATERLOO, IOWA: Both Sinclair Oil and Sinclair Gulf have possibilities, but are speculative. Sinclair Oil has been obliged to pass its dividends and Sinclair Gulf has not begun to pay dividends. It would be safer to buy seasoned dividend-paying oil stocks, like Anglo-American, Tide Water, Texas Company or leaders in the Standard Oil group.

W., PITTSBURGH, PA.: At best West United Verde Copper Company's property is only a prospect. At last accounts no important ore deposits had been found. The stock is a gamble. Magnate Copper Company is characterized by a mining authority as "an attractive prospect." The stock is less of a gamble than the other, but still highly speculative.

R., SEATTLE, WASH.: In declaring a smaller dividend than you thought possible, the Ingersoll-Rand Company pursued a conservative policy. The company is prosperous, but finds it needful to conserve its financial resources to meet increased costs of inventories and to provide working capital. The stock was quoted lately at \$185 bid, \$200 asked. It would seem unwise to sacrifice your shares.

R., ROCHESTER, N. Y.: There is a large area of good oil land in Kentucky and the production there is considerable. The oil lies only a few hundred feet below the surface and it does not cost much to drill a well, but the yield is moderate compared with that of gushers in other localities. Many companies with holdings in Kentucky are offering stock, but only a few are likely to become successes.

B., KANSAS CITY, MO.: I cannot regard Commonwealth Finance Corporation stock as "a good investment." The pfd. is quoted in New York at \$61. But I understand that the company has been asking much more for it. The company is paying dividends on paid-up pfd. but is not seasoned, and nothing is disbursed on common. Better buy the pfd. stocks of companies which pay dividends on common.

B., DAYTON, OHIO: Chile Copper seems to be a long-pull, though on the strength of recent production dividends are beginning to be talked of. Distillers has had so great an advance that its future seems largely discounted. Keystone Tire & Rubber is a fair business man's speculation. Mercantile preferred, in view of its dividends and the possibility of its arrears being paid up, is an attractive speculation.

W., CINCINNATI, OHIO: Elk Basin is one of the well-regarded low-priced oil stocks. It pays dividends at the rate of 50 cents a year or 10 pc. on par (\$5). Earnings in 1917 are said to have exceeded the dividend requirements. However, the safest investment would seem to be in the strong dividend payers of the S. O. group and among such independents as Tide Water, Texas Company and Midwest Refining.

C., ZANESVILLE, OHIO: The statements of President Vail indicate that earnings of A. T. & T. are sufficient to pay 8% dividends. It is shown that the growth of the business necessitated heavy expenditures and there is talk that some financing may be necessary. The price of the stock does not indicate that the present rate of dividend is assured, but the company has a splendid business and is managed with remarkable ability.

G., SCHENECTADY, N. Y.: While there seems to be no prospect of an immediate advance in prices, Hudson & Manhattan 5's, Intl. Agricultural 5's and Wabash pfd. A look reasonably safe. American Writing Paper first 5's will no doubt be taken care of next year in some way. The company's earnings last year showed a large decline. American Smelting stocks are among the best industrials. In this uncertain war-time one should not undertake to predict prices six months or a year hence.

J., DENVER, COLO.: You are right in anticipating a great future for the aeroplane. After the war it will doubtless come into extensive and ever-increasing use for commercial purposes. But it will take time. Curtiss is at present in the lead, but as its price is much higher, Wright Martin at current figure may have larger speculative possibilities. It is impossible to foresee to what height the values of aeroplane stocks will soar, but patient holders of shares of the companies named should eventually reap a handsome reward.

R., NEW ORLEANS, LA.: Your \$10,000, I think, might well be divided, as you suggest, among the best railroad issues like U. P. pfd., S. P. Ill. Cen., C. C. & St. L. pfd., and K. C. So. pfd. So. R'way gen. mtg. 4's and Seaboard A. L. adj. 5's are regarded as reasonably safe speculative issues making large returns on present prices. Pullman may suffer from the new extra rates lately announced by Secretary McAdoo. American Tel. & Tel. was depressed owing to the small margin over dividends shown in the annual report. This was explained by the fact that the company only draws from its subsidiaries what it actually needs.

M., MCBAIN, MICH.: Texas Company is one of the most prosperous of the oil corporations. Its stock should hold its own after the war. Anglo-American is a member of the S. O. group and a good money-maker. It and Texas are reasonably safe, and either is preferable to Okmulgee, which is a mere speculation. Shattuck-Arizona, owing to falling off of earnings and reduction in dividends, is more speculative and less attractive than formerly. Liberty 3 1/2's are now selling higher than the 4 1/2's, and it is probable that they will do so after the war, because they are tax-exempt. A cumulative stock is one whose dividends if they fall in arrears continue to be an obligation of the company and must be paid whenever earnings permit. A non-cumulative stock is one whose dividends may be reduced or passed and need not be made up.

New York, June 15, 1918

JASPER.

Free Booklets for Investors

The convenience of banking by mail is offered by the Citizens Savings & Trust Company, Cleveland, Ohio. The company invites deposits on which it pays 4 per cent. and will send its booklet L to any address.

"The Functions of a Brokerage House," "Standard Oils," "Coppers," and "Investors' Manual," booklets full of useful information for investors, will be sent on request by L. R. Latrobe & Co., 111 Broadway, New York.

Current events often greatly affect the commercial and financial situation. "The Bache Review" analyzes the effect of these happenings for investors clearly and helpfully. Free copies sent on application to J. S. Bache & Co., members of the New York Stock Exchange, 42 Broadway, New York.

Employers troubled by the difficult and uncertain labor problem should consult the helpful Babson Reports, which aim to show the right way of dealing with labor. Particulars regarding these reports will be furnished by Dept. K-26, of Babson's Statistical Organization, Wellesley Hills, Mass.

Lacey profit-sharing bonds are a unique investment. The bonds yield regular interest and besides the holder is entitled to a share in profits. They are issued by the James D. Lacey Timber Company, 332 S. Michigan Avenue, Chicago. The company's booklet T-204, explaining everything, will be sent to any applicant.

Those who hold or desire to buy steel stocks should be interested in an exhaustive table showing the relative position of the sixteen leading steel companies prepared by E. W. Wagner & Co., members of the New York Stock Exchange, 33 New Street, New York. Special circular LW-30 will be sent by Wagner & Co. on request.

For those who have \$100 or more in reserve a good guide to July investments may be found in a new booklet "Safety and 6 per cent." issued by S. W. Straus Co., the well-known bond house, 150 Broadway, New York, and Straus Building, Chicago. It gives valuable suggestions and will be sent free of charge to any investor who asks the company for booklet F-803.

The first mortgage 6 per cent. serial bonds based on the Real Estate Exchange Building located in Detroit's business section are offered as a sound and stable investment by the Federal Bond & Mortgage Company, 60 E. Griswold Street, Detroit. The security for these bonds is ample. A full description of them may be obtained by sending to the company for its booklet "A Buyer's Guide To Good Investment."

A chance to buy securities on long credit and moderate instalments is offered in the twenty-payment plan. This plan fosters saving and under it the buyer's deposits are not imperiled by drops in prices, while he can sell whenever he has a profit. A booklet explaining this method, with the fortnightly publication "Investment Opportunities," will be sent upon request for 60-D, by Slattery & Co., Inc., 40 Exchange Place, New York.

It is wise to save; it is still wiser to put money to good use while it is being saved. This can be done by investing in first-class securities on the partial payment plan. Bonds or stock bought in this way earn an income while they are being paid for. Full explanation is given in booklet B-4, "The Partial Payment Plan," obtainable from John Muir & Co., specialists in odd lots and members of the New York Stock Exchange, 61 Broadway, New York.

Many investors will appreciate a booklet recently compiled by the National City Company, National City Bank Building, New York. It gives official lists of bonds legal in New York and Massachusetts for purchase by saving banks and also suitable for trust funds. The company is a responsible institution and the booklet is authoritative. Interested investors can obtain it by applying to the company for "Bonds Legal L-83."

A proposition showing how a permanent monthly income of \$25 can be had on an investment of about \$3800 is worth looking into. This return is to be had through the purchase of 50 shares of Cities Service preferred stock. The Cities Service Company is one of the largest oil and public utility organizations in this country. It pays its dividends monthly and issues monthly earnings statements, both very gratifying things for holders of stock. For complete details write for circular LW-90, to Henry L. Doherty & Co., 60 Wall Street, New York.



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Havoline Oil gives you complete lubrication, never partial lubrication. Beware of the partial lubrication of an inferior lubricant that breaks down under heat and gear-pressure, causing an imperfect gas seal, loss of mileage on gas, scored cylinder walls, broken piston rings, shorter life of your car, and lower resale value.

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Don't use an inferior oil, even occasionally. Use Havoline Oil. It does everything that a first-class lubricating oil should do or can do. It insures smooth, economical, and efficient development and transmission of power. It maintains a perfect, protecting film of oil between all engaging surfaces. Its proper use prevents that destructive internal "rough-house" of metal grinding against metal.

Ask for Havoline in the sealed container

Havoline greases are compounded of Havoline Oil and pure, sweet tallow. Clean to handle and correct in body.

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Turn *the* war cloud inside out—See *the* lining

By E. LE ROY PELLETIER

James Newton Gunn, foremost efficiency expert and keen analyst of industrial conditions, is credited with this rare bit of business philosophy: "War is now the normal business of the world."

What was normal two or three years ago is now abnormal—and vice versa.

War conditions were abnormal then—peace conditions are abnormal now.

Any business that is in step with the war plans of the country—any industry—any enterprise—is normal. All others are abnormal.

For our standards have, for duration of the war, been changed.

Those who insist on viewing as abnormal the conditions that confront us, will naturally find it impossible to get in step—to foresee clearly and to plan intelligently.

But those who accept war conditions as normal will find the air clarified.

Are prices higher—well, so are wages. So is farm produce.

The price of the goods you make and sell, as well as those you buy and use is higher.

A few discrepancies here and there, but the leveling process is under way—it will average up.

'Twould be fine for a few if their own earning power could be increased and price of commodities they don't produce kept down.

But that is impossible—obviously.

War accelerates effort—increases production—creates a shortage by its very destruction. And this calls for replacement. But nothing, in a material way, is actually destroyed by war—save only the results of human effort.

Money is spent—paid out in wages. But it is collected again in the form of taxes, bond issues, etc.—and re-spent.

The same dollar continues around the circle over and over again.

If it wears out, it is replaced by a new coinage—but it never is lost, destroyed or "used up."

We used to think the war would be over when they had "used up all the money" in the world.

Now we know they never can do that. So far as money is concerned, the war might last forever.

No money is "used up." It is only spent and collected and re-spent over and over again.

They now tell us that Germany has already spent six times as much money as the wise pre-war statisticians estimated she had available.

When the war ends we will have the greatest commercial fleet ever known.

We will then begin to develop a foreign trade.

We have the money, the goods and the brains—and we will then have what we have heretofore lacked—shipping facilities.

Also, because of our benevolent attitude in this war, we will have the friendship; and by our way of prosecuting it, the respect, of the whole world.

Already far-sighted men are planning for that day.

Ford has already secured the ground and plans to build in Southern Russia a plant that will rival his Detroit factory.

Manufacturers of plumbing and other building materials are piling up stocks against the tremendous demand they know will then develop for their products.

American engineers and railroad men, enlisting now to help win the war, have a dual purpose—they want to be in Europe when the war ends and the colossal contract of reconstruction is undertaken.

Look in front of you not down at the ground. There is nothing but prosperity ahead.

Figure it all out and you'll find that, considering here only the material side of it, the war has destroyed the results of a few years of labor—that is all.

And after the war, what?

Why, more prosperity. History will tell you that.

The shelves and bins will be empty. They'll have to be re-filled.

War prosperity will have absorbed even the shop-worn goods—new and fresh will replace them.

The destroyed homes and public buildings of Europe will be rebuilt—plus sanitation and American heating and plumbing.

Tens of thousands of bridges

over thousands of streams will have to be replaced.

Cities, demolished—with their water and sewerage systems; gas and electrical lighting plants and street railways must be rehabilitated.

America will be called upon to furnish more men and more materials to Europe after, than during the war. And that will increase prosperity here.

Why, even the wonderful cathedrals and palaces will be "restored" after the war.

So the only material thing really destroyed by war is the result of human effort.

Its replacement afterward means prosperity for those who replace it.

Recently we, in this country, have been passing through the stage of preparations for war.

That is always the stage of stagnation—of apparent inactivity. It will be followed by a period of tremendous activity.

We are collecting our sinews for the spring—and once at it everything will hum and seethe and move.

Everybody will share in this prosperity—for there'll be a job for every man—and for every woman, too—at high wages.

That's the silver lining to the war cloud—all's for the best in the end.

Talk Optimism, not Pessimism. Preach Confidence, not Timidity. Liberality, not Penuriousness.

We have oversubscribed three Liberty Bond issues—we'll repeat as often as given the chance.

We have entered the War cheering—we'll finish the same way. We'll fight to the strains of "Over There"—not to those of a dirge.

Get the stride. Change your old standards.

"War is now the normal business of the world."

Read the series

Are Your Economics on Straight? (May 11 issue)

Are You Practicing False Patriotism? (May 18 issue)

Inevitable—a Shortage of Motor Cars This Year (May 25 issue)

Is the Motor Car a "Non-Essential"? (June 1 issue)

The Farmer Owes Much to the Motor Vehicle (June 8 issue)

Some More on That Subject of Perverted "Patriotism" (June 15 issue)

Turn the War Cloud Inside Out—See the Lining

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Photograph by L. A. Miller

Below—
cross sectional
diagram

What the double target test proves

Why the Conaphore is the only headlight glass that passes

YOU know that ordinary diffusing or prismatic lenses dump so much of the light directly in front of the car, that long range is impossible.

This is why the double target test is the most important test of headlight efficiency.

Engineers have found it the best proof of long range, no glare and side-light.

How this test is made

Two targets are set up in the road. The first is 22 inches high, and is placed 10 feet ahead of the car. The second, 4½ feet high, is placed 30 feet ahead. A horizontal line is drawn across the second target at a height of 42 inches above the road.

The Conaphore beams shoot over the first target and brilliantly illuminate the second target *below the 42 inch line, but not above it.*

This gives positive proof that light from Conaphores is not dumped in the foreground, but shoots down the road



The Conaphore has a smooth front surface. Easily cleaned. Does not clog with dust or mud

Manufactured by the World's Largest Makers of Technical Glass

CONAPHORE

Range 500 feet—No glare—Pierces fog and dust

with sufficient intensity to produce 500 feet of strong driving light. The spread of the light at each side of the targets gives evidence of ample side-light.

This test also proves that Conaphore beams never rise high enough to blind an approaching motorist or pedestrian. *Legal everywhere.*

Noviol Conaphores are best

Conaphores are made of yellow-tint Noviol Glass (*patented*)—the only device which eliminates "back-glare" on foggy or dusty nights, and provides a light that is easy for your eye to follow. Clear glass Conaphores are equally efficient, except for this exclusive feature.

If your dealer has not received his supply of Conaphores, write us.

Price List			
Noviol Glass	Per Pair	Clear Glass	Per Pair
5 to 6½ inches incl.	\$2.40	5 to 6½ inches incl.	\$1.00
7 to 8½ inches incl.	1.50	7 to 8½ inches incl.	2.50
8½ to 10 inches incl.	4.50	8½ to 10 inches incl.	2.00
10½ to 11½ inches incl.	6.00	10½ to 11½ inches incl.	4.00

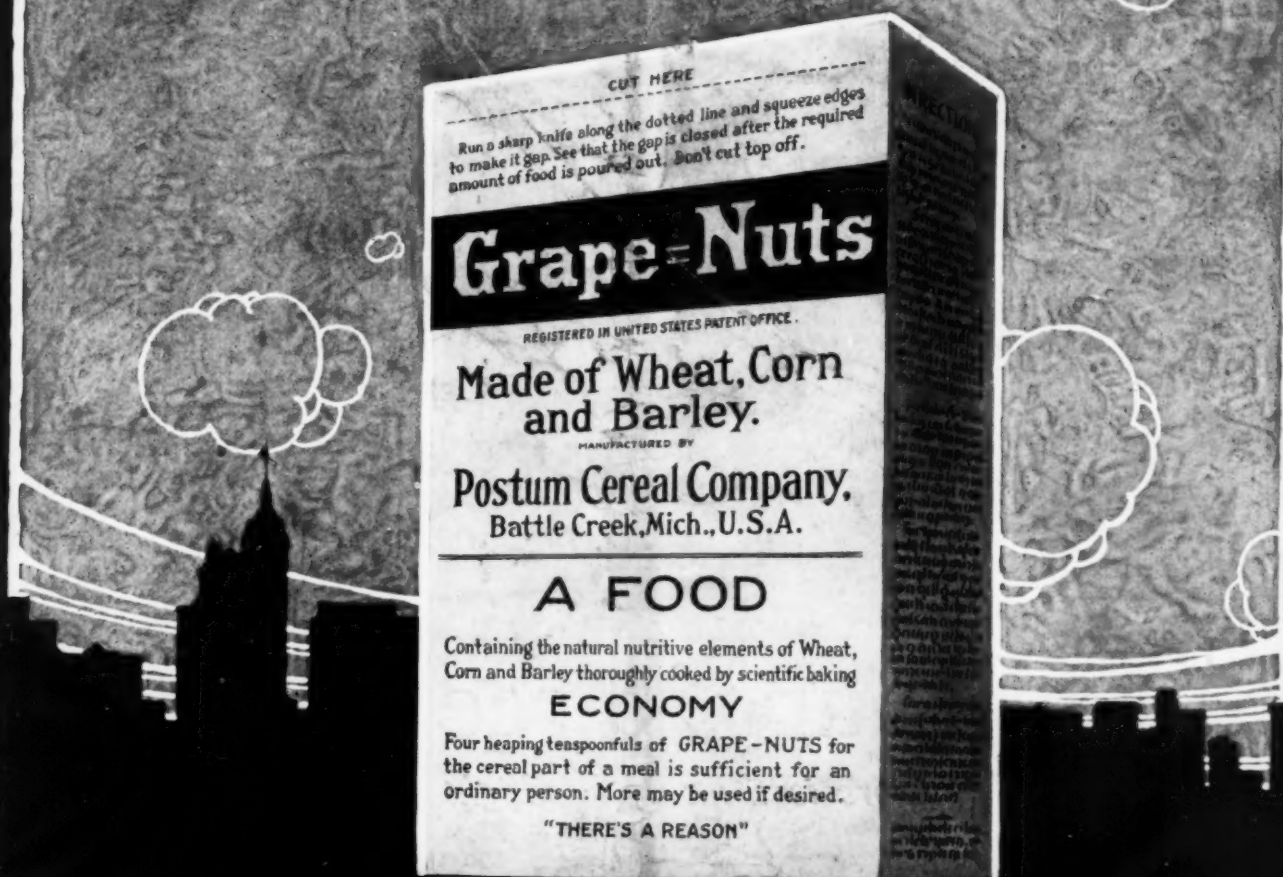
Sizes vary by steps of ½ inch above 6½ inch size

Prices 25c more per pair west of Rocky Mountains

CORNING GLASS WORKS
CONAPHORE SALES DIVISION
EDWARD A. CASSIDY CO., Mgrs.
275 Madison Avenue New York City

CORNING GLASS WORKS ALSO MANUFACTURES PYREX TRANSPARENT OVEN DISHES AND PYREX CHEMICAL GLASSWARE

AMERICA'S FOREMOST READY-TO-EAT CEREAL



When war called for the saving
of wheat, Grape-Nuts stood ready
with its superb blend of cereals,
its wonderful flavor, fullest nour-
ishment, and practical economy.

Grape=Nuts

The Food For The Times